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JAMES DUNCAN, Jr.

From a silhouette in possession of James Duncan, Searsport, Maine

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LXXIX

JANUARY, 1943

No. 1

JOURNAL KEPT BY JAMES DUNCAN, JR. OF
HAVERHILL, MASS. WHILE ON A JOURNEY
TO GILMANTON, WARREN, HAVERHILL AND
LEBANON, N. H., IN NOVEMBER, 1806.

WITH INTRODUCTION AND NOTES BY
STEPHEN W. PHILLIPS

AND

JAMES DUNCAN PHILLIPS

INTRODUTORY NOTE.

The originals of this *Journal* are two small well-written books each of eight or ten pages neatly sewed together and there is nothing to indicate that they are part of a larger journal.

The writer of the *Journal* was the grandson of George Duncan who moved from North Ireland to Londonderry, N. H. in 1727. He settled in the western part of the town and all the Duncans are buried in the Hill burial ground or the larger cemetery still further west. His son James was a year old when his father emigrated and was the youngest son of his second wife, Margaret Cross. George Duncan had eight children. He seems to have been a man of standing and was a Justice of the Peace. His will was dated in May, 1739, so he probably died about that time.

James Duncan, senior, married Elizabeth Bell, daughter of John Bell and Elizabeth (Todd) Bell, both of whom were born in North Ireland and came to Londonderry with the first settlers in 1720. John Bell is the progenitor of Governor Bell and of all the famous Bell family of America. He and his wife are buried in the Hill cemetery and their tombstone was in existence in 1937.

Soon after his marriage to Elizabeth Bell, October 20, 1747, James Duncan, senior, sold to his brother, William Duncan, the land left him by his father and presumably moved at once to Haverhill, Mass., for his first child was born there in 1748, as were all his other children. Of his twelve children all but three lived to grow up and most of them to a ripe old age. His wife, Elizabeth, the mother of all the children, died September 21, 1779. He then married Elizabeth Leonard and, after her death five years later, he married Hannah Greenleaf who died in 1813 and he himself died five years later at the age of ninety-two.

He established a very substantial trading business which consisted of ship-owning and the importation of English and West India goods and the sending of these goods by ox-cart up into New Hampshire and bringing back hides, pot and pearl ashes, flax, cooperage, cheese, salt beef and pork which could be used as exports. It was a particularly favorable time for such a venture for, with the close of the Indian Wars in 1763, the back country was rapidly opened up. His son James Duncan, Jr., the writer of the *Journal* joined him in these enterprises about the time of the Revolution and soon the firm of James Duncan and Son became well known in New Hampshire and also in Newburyport which was their port of entry from abroad. Haverhill was well situated for their type of trading for it was at the head of navigation for ocean going vessels and the nearest port to the Upper Connecticut River Valley as well as to the Merrimack Valley.

The younger James who had married in 1790, Rebekah White, the daughter of Samuel White of Haverhill, and thus allied himself with the wealthy and prosperous White family, began to branch out and push the trading business very extensively. He built the ship *Rebekah* in 1796 and was the sole owner. He soon had large interests in the brigantine *Elizabeth* and the schooner *Mary Ann*, all sailing out of Newburyport. About the same time his brother William of Concord, N. H. had interests in the ship *Concord* and the ship *Polly*.

William Wyer, Jr. of Newburyport was James Duncan, Jr.'s agent and attorney and seems to have attended to business for him there but Mr. Duncan must have been

in Newburyport much himself for the name of James Duncan & Son appears on many insurance policies for large risks out of Newburyport. It is amusing to note that they usually underwrote the worst risks which carried the heaviest premiums but they never seem to have had any losses.

The up-country trade was a very important part of their business scheme and the brothers, other than James, Jr., were pretty well-scattered over the country. Abraham had a store at Dover and William one at Concord, in which James Duncan and Son were interested and they also had mills and a store at Lebanon, N. H. and a mill at Hooksett. Probably their activities extended to Haverhill, N. H. in which many Haverhill, Mass. people were interested. The brothers John, Samuel and Robert had all moved to Grantham after the Revolution and were more or less involved in the family business.

The object of the journey described was probably to straighten out affairs up there in view of Robert's recent death. It is evident, however, that James, Jr. had got extensively involved in the wild land speculations after the Revolution and that he wanted to find out what he did own and arrange for its management. He left Haverhill by the most direct route to Concord, N. H. via Hampstead, Chester and Pembroke in a light wagon or buggy with two good horses. He reached Chester in half a day and spent the night. The next day was a very long one through Concord and up the west side of the Merrimack to Boscawen. He must have continued on the west side and the broken bridge was evidently above the junction of the outlet of Lake Winnepesaukee for he had to cross back from Northfield and Sanbornton to get to Gilmanton. He evidently knew several of the Gilmanton men and had enough business there to spend three days. Meredith Bridge was where Laconia now stands.

The ride from Meredith on to Holderness seems to have been very bad but from there to Plymouth comparatively comfortable. Mr. Haines's tavern with its "excellent spirit" suggests a touch of good living in Rumney and it was quite a ride on to Keezer's in Wentworth. His arrival at Mr. Clement's the following day at Warren where he found

himself "among civilized people compared with the day before" is not a high compliment to Wentworth. A few years since the Clement family were still running a tavern in Warren and may still (1942). In Warren he seems to have had a lot of business. Anyone who ever crossed the section from Warren to Haverhill in the early days of motoring, some thirty years ago, will fully sympathize with his description of that road. It had not improved in the century.

Haverhill still is a beautiful old town filled with lovely old houses, some going to decay but many well kept up.

Warren was evidently the end of his land business. How he came to have all this land and when he got rid of it, is not told in the family traditions, but the younger James paid strict attention to business and it is unlikely he was the worse off for his ventures. The names of the men he met in Gilmanton and Warren are many of them well-known Haverhill (Mass.) names and suggest that many of his Haverhill neighbors may have moved up into that part of New Hampshire soon after the Revolution.

The *Journal* gives an excellent idea of travel and of business conditions at the time. It has some historic importance as showing how inland trade was conducted. We have laid great emphasis on the foreign trade of New England without studying the methods by which the produce of the back country got into the export markets.

THE CHILDREN OF JAMES DUNCAN, SENIOR AND ELIZABETH BELL.

Daughter, b. Haverhill, d. 1748 in infancy.

Mary, b. Haverhill, 21 Sept. 1749, d. 31 Oct. 1777.

George, b. Haverhill, 24 Oct. 1751, d. 7 Apr. 1766.

John, b. Haverhill, 1 Apr. 1754, d. Grantham, 26 June 1799,
m. Lucy Todd.

James, b. Haverhill, 22 Apr. 1756, d. Haverhill, 5 Jan. 1722,
m. Rebekah White. (Writer of the *Journal*)

Samuel, b. Haverhill, 1 Apr. 1758, d. Grantham, 9 July 1793,
m. Hannah Emerson.

Robert, b. Haverhill, 21 May 1760, d. Grantham, 16 Sept.
1806, m. Hannah Duncan, widow of above.

- William, b. Haverhill, 21 Apr. 1762, d. Concord, N. H., 15 Oct. 1799, m. Dolly Harris.
- Abraham, b. Haverhill, 17 Mch. 1764, d. Dover, N. H., 6 Oct. 1807, m. Mary (Mellen) Parker.
- Son, b. Haverhill, 14 Feb. 1766, d. in infancy.
- Elizabeth, b. Haverhill, 30 May 1767, d. Brookline, Mass., 3 Oct. 1864, m. 1st, John Thaxter, 2nd, Joshua Carter.
- Margaret, b. Haverhill, 5 Apr. 1769, d. Boston, Mass., 19 May 1858, m. Rev. Thos. Baldwin.

LOTS OF LAND WHICH JAMES DUNCAN, JR. OWNED.

GILMANTON

- No. 44, 40 acres, \$5 per acre, "indifferent land" pasture.
- No. 45, 40 acres, \$5 per acre, "indifferent land" pasture.
- No. 46, 46 acres, \$10 per acre, "suitable for natural mowing."
- No. 36, 100 acres, owned $\frac{1}{2}$ —just north of Greeley's Mills.
- No. 37, 100 acres, owned $\frac{1}{2}$ —just north of Greeley's Mills.
- N2.13R1D, 100 acres near No. 37 but now in Belmont, offered \$10 per acre.
- N1.10R2D, 100 acres now part of City of Laconia.
- N5.8R2D, 48 acres, \$10 per acre, about $1\frac{3}{4}$ miles from Laconia.
- No. 19, squatted on by Dow.

WENTWORTH

- No. 13 5R 1stD, 100 acres squatted on by Smith—offered to sell for \$500.
- No. ? ? 2dD, 70 acres, \$10 per acre, "near mills and Meeting House."
- No. ? ? 3dD, ? acres, \$4-\$5 per acre, "near Rumney Line."
- No. 5 2R 2ndD, ? acres, \$6 per acre, "laid out to Thomas Elkins."
- No. 45 ? 3D, ? acres, \$3 per acre, "laid out to Elkins and Page."
- No. 9 4R 2D, 100 acres, \$5 per acre, "west side of town."
- No. ? ? 3D, ? acres, \$6-\$7 per acre, "really in Warren."

WARREN

- No. ? ?R, 100 acres, \$5 per acre, "Sam'l Osgood Lots," interested.
- No. ? ?R, 100 acres, \$5 per acre, by Baker River.

He apparently also looked at three lots in Warren and took deeds for them at Haverhill, N. H. so he was buying as well as appraising and selling.

JOURNAL OF JAMES DUNCAN, JR.

OCTOBER 27, 1806 TO NOVEMBER 16, 1806.

(First manuscript book)

Sat out from Haverhill in company with Capt. Holt on Monday the 27th October abt. One o'clock reached Richardson in Chester; tarried there the night.

28th passed over Chester turnpike through Pembroke, Concord, and to Pearson's in Boscawen, tarried there all night, fell in company with Major Peck and wife. In the morning went away before breakfast and left the halters. In passing the bridge one of my horses fell through, his legs, one or two of the poles was strong enough to support his belly otherwise he might have gone thro and fell 10 or 12 feet, however he got out without other damage than raking the skin and hair off the hind leg of my horse.

Wednesday 29th left Pearson's went to Eastman's to breakfast. I viewed his Mill, Canal etc., very much like the Mills at Isle of Hookset Falls. From thence crossed Eastman's bridge over Merrimack River and proceeded on through Sanbornton and Northfield over Union Bridge which was built over Winipesaukee branch of M. River to Gilmantown, a very bad road for a carriage and poor land chiefly. Put up at Mr. T. French's in Gilmantown near the Academy. Spent the evening at Genl. Joseph Badger's and examined the records of the land in Gilmantown.

Thursday 30th, went from Mr. French's Tavern with Genl. Joseph Badger to view the land near to Capt. Benjamin Stevens's, found two of the lots indifferent land worth about 5 dollars pr. acre, about 20 acres cleared up and improved as a pasture. The lots are numbered 44 & 45, lay side by side, contain 40 acres each more or less. Also went to view lot N 46 in 3d range first division 40 acres, a good lot worth 10 doll. pr. acre is suitable for

good natural mowing and appears to be good land. I dined at Capt. Stevens's where I had the pleasure of seeing my old friend Mrs. Peaslee and her daughter who was married to Capt. Stevens. He appears to have a good Farm, lives genteelly, and is a fore-handed man. I went from thence toward night to Judge Cogswell's, found him very much emaciated and in a very poor state of health. I fear not long for time. Went to see old Genl. Badger's lady who was 84 years of age could see to read fine print in the Bible, and appeared to be glad to see me, enquired after all her old Havll. Friends. From thence went to see Revd. Mr. Smith who married Miss Eaton, she appeared very glad to see me and urged me strongly to stay all night, but I returned to Mr. French's that eveng, with my Friend Genl. Badger.

Friday 31st October went from French's Tavern to Major James with General Badger, viewed lots N. 36 & 37. Took Major James with us found the lots very good for settlement. Viewed lot N.2.13 R.1. D. 100 acres half of which belongs to me but on the end of the other two part of it very ledgy about $\frac{2}{3}$ ds of it cleared and a part of it very good land. Agreed with Capt. Winthrop Gilman to divide the lot lengthways, he is to have the South side, agreed to leave it to Major James, Deacon Noah Weeks, and Nehemiah Sleeper, Esq. to say how much more or less shall be laid off to the North Side. Sleeper is to be the Surveyor and I have given Major James directions to get the lines run round those three lots, and agreed to pay him. Went to Deacon Weeks new house that he was building having had his house burnt about twelve days before he had got up his new one. I gave him \$5.00 to help him also paid S. Hoyt \$1.00 for a days work toward rebuilding his chimney. Was offered by Stephen Hadley \$500. for lot No. 37, 40 acres. Deacon Weeks offered me \$10. per acre for half the lot No. 2. I left my watch at French's under my pillow, and sent Capt. Holt for, who brot it safe to me. G.B. in my carriage and cracked the hind bar. Went from Major James's to Mr. James Chases at Meredith Bridge that eveng. Paid Major James \$1. for his trouble.

Saturday November 1——Breakfasted at Mr. Chases

with Genl. Badger. After breakfast walked with G.B., Major James & a number of others up to lot N 1, 10R, 2d—100 acres found it to be a very valuable lot well wooded and within half a mile of Meredith Bridge, supposed to contain about 150 acres. there is a pretty village settled there the ground is level from the bridge to this lot which joins a beautiful bay that abounds with fine salmon trout & all other kinds of freshwater fish, this lot lies about $\frac{3}{4}$ of a mile or a mile on the bay as the shore runs. wood is now worth \$1. per cord halled to the bridge there is at least 5000 cords of wood on the lot some excellent pines a few of the real Corky clear Yellow pines and an excellent growth of white oak some white ash. From there we went to view lot Number 5, 8th R, 2d, 40 acres half of which belongs to me this lot lies about N.N.E. from the Bridge about $1\frac{3}{4}$ miles from the Bridge pretty well wooded valuable for wood, say \$10. per acre. from thence returned to Mr. Chases where I invited G.B. Major James, Jona. Edwards, Doctor Jacob Bowman with Mr. Holt to dine with me as they had been to view the Lots with me. I paid Major James \$1. for this day and left with him \$20. per rect. to pay towards the expense of running out those lots. I paid Genl. Badger \$6. for his three days attendance to show me the lines of the lots. I met with a Capt. Crockett who had some fine salmon trout would weight about 5 lbs. I bought three paid $\frac{2}{3}$ and gave them to G.B. bot 2 more for 1/ to carry on in my carriage for Sunday dinner. Gave Major Jabez James the Care of all my land in Gilmantown to prevent waste, ordered him to take possession in my name of half the 100 acre lot adjoining Capt. Winthrop Gilman and let it go for what it is worth. Respecting Lot No. 19 that was settled by Dow Genl. Badger says the proprietors will call a Meeting choose a Clerk and inform me of the Meeting that I may lay in my claim for compensation which he says is good.

Sunday November 2nd 1806 Left James Chases Tavern near to Meredith Bridge after paying the reckoning \$7.75, proceeded over the bridge into Meredith about 3 miles over the bridge. met Judge Smith at his house and talked with him about calling a Meeting in Gilmantown

Imported in the last Ships from LONDON, by
JAMES DUNCAN, JUN.

A GENERAL ASSORTMENT OF ENGLISH

GOODS,

Which are now ready for Sale at his STORES in
HAVERHILL and LEBANON, (*New Hampshire*), by Wholesale
and Retail, upon the lowest Terms for Cash or Country produce.

Among which, are the following Articles, &c.

BROADCLOTHS of various
colours and different
prices

Elastic Cloths

Superfine Casimeres

Forest Cloths

Serges, Batizes and Flannels

Velvets and Velvettes

Corduroys and Thickfets

Jeans and Fustians

Corded Dimothies

Plain and Sprig'd Mullins, and

Mullinets

Lawn and Muslin Handkerchiefs

An elegant assortment of fashionable
dark and light Patches
and Calicoes

4ths, 5ths and yard wide Irish
Lincens

Shallcoors, Tammies, Durants,

Calamancoes and Ruffells

Satinets, Lailings and Florentines

Plain and striped Camblets and

Wildbores

Denmark Lustrres

Plain and figured Satins

Black and white Modes

Lutefrings

Taffaties and Persians

Purple and fancy Shawls

Ribbons and Fans

Black and white Edgings and

Laces

Men's and Women's Silk and
Worsted Gloves

Women's Silk and Worsted

Mitts

Silk, Thread Cotton, and Worsted

Hose

Sewing Silks and Twists

A handsome assortment of fashionable

Metal Buttons

A general assortment of Hard

Ware

Crockery Ware

Shot, Lead, and Pewter

Tin Plates

Painters' Colours

Groceries of most kinds

New England RUM, warranted good, may be had at
said DUNCAN's Stores, by Wholesale and Retail.

N. B. CASH or GOODS Exchanged for good
Salts made of Lyes, Pot and Pearl Ashes, Bees-Wax, Tallow, Beef,
Pork, and almost every kind of Country produce.

BOSTON: Printed by J. W. FOLLOM.

ADVERTISING BROADSIDE OF JAMES DUNCAN, Jr.

In possession of James Duncan Phillips

to make up the deficiency of Lot N.19 settled by Dow——passed on to Mr. Fogs in New Hampton, thence crossed Beech Hill the worst road I ever travelled. found nothing but stone steps and very uneven up and Down——came to Levi Drews in Holderness from thence found the road about 7 miles to Plymouth Ferry near the Court House very good being chiefly pine plain——was about to put up at William Websters near the Court House alias Martin Box, but went up to Capt. Wells about 2 Miles where I saw Coll. Stephen Wells, he has a fine farm a good house and is a good liver——I passed by the Livermore Farm. Near the Ferry there is a large body of Interval but the back land is very poor being chiefly pine plain. Judge A. Livermore has very good buildings.

Monday 3rd November:—left Mr. Wells Tavern in Plymouth proceeded on through Rumney by Mr. Haines Tavern who appeared to be a clever man & had some excellent spirit, thence to Dr. Knowltons in Wentworth near to Esq. Benjamin Page's. One of the Selectmen requested Page to meet me in the Evening at Keezers Tavern about two miles farther on towards Warren. Keezers is an excellent farm and a good House. In the evening Major Enoch Page, Benjamin Page & Capt. Gove (Gore) called to see me at Mr. Keezers Tavern.——examined the plan of Wentworth.

Tuesday 4th November——after breakfast sat out in company with Major Enoch Page, B. Page, Esq. & Keezer to view the lands in Wentworth. Found Joseph Smith had settled on Lot No.13-5th R-1st Div. 100 acres it is a good lot of land and Smith has made considerable improvements on it—he thinks the Farm worth 1600 or 1800 dollars. I think not more than 1000 Doll. this lot was laid out to the right of Stephen Scales. The Proprietors voted to give Mr. Smith another lot in lieu of the One he had settled on of mine. Smith sold that lot which was a very good one about 15 years ago for \$300. reckoning Int Yearly to this time would amount to 750 Dollars. I offered to settled with him for \$500. Dollars and quit which the neighbors present thought very generous on my part indeed——the second division of 100 acres laid out to S. Scales right lies near to Capt John Page is not the

very best land, will make good Pasturage some good Mowing & tillage, a fine brook runs through this lot and the wood if it can be preserved is valuable as it lies near the Mills a number of Houses and near the Meeting House & School House—the wood is almost all of it cut off in this vicinity, of course this lot must increase fast in value ought to fetch 10 doll per acre it is said that there is but 70 acres in this lot—the proprietors ought to make up the rest. The 3d. division Lot lies near to Rumney line is good land worth \$4 or 5 doll. per acre. Lot No. 5 in the 2d Range 2d division laid out to the right of Thomas Elkins is a good lot and will sell well \$6—— Lot No. 45 is 3d Division lies on a Sharp Hill is worth \$3 per acre rising in value, laid out to Thos Elkins Saml. Page Junr, Lot No. 9—4th R, 2d D, 100 acres is a good lot lies on the West side of the Town worth \$500. No. 3d Div. 44 lies in Warren bounds and will in future be taxed by Warren is an excellent lot worth \$6 or \$7 doll per acre. This day was the most unpleasant day I ever experienced owing to have some ignorant persons in company who were a continual interruption and never was I more gratified at the Idea of leaving a place than this which I did the next morning after waiting some time for Mr. Smith to finish the business according to agreement which he declined. Wo be to him! at Keezers I met with Squire Jennings which was pleasant to me

Wednesday Morning 5th Novr. left Keezars in Wentworth abt 10 o'clock A. M. arrived at Mr. Clements in Warren abt. 4 miles distance good road & pleasant. put up there; found myself in a good house and among civilized people compared to the day before which raised my spirits met with Major E. Page who had spoken to Capt. Lufkin a decent modest man who assisted in laying out the town; to attend me the day. who went to Doctor Ezra Bartletts and priveded me a correct plan of the town paid Doctor Bartlett one Doll for the plan. The Doctor and Jona Merrill, Es. spent part of the Eveng with me at Mr. Clements—I went about 3 miles out on Foot in the Afternoon to view Jacob Gales lot No. 10 8th Range 1 Div. 100 acres owned by M. Brown found it a middling good lot they are settling all round it worth 5 doll per

acre hard wood chiefly. Baker River the Eastern Branch of Merrimack River taking its rise from a Pond on the top of Mooselock Mountain the highest there is & runs to Connecticut River & Merrimack this Mountain lies partly in Warren part in Coventry & part in Eeling Pemichiwasset the Middle branch takes its rise.

Thursday Mornng 6th Novr.—got up early and walked up to the Lot Mr. Elisha Swet lives on which he bot of his brother Peter Swet of New Salisbury, he bot of Clement. E. Swet has been on this lot about 18 years has got up a handsome house partly finished, this lot is No. 5 laid out to the right of Reuben French and is a pretty good lot pleasantly situated the road runs through it. he will take about 500 doll for his betterments. the lot is worth 5 or 600 Doll. in a state of nature. The Lot No. 4 laid out to the Right of John Darling lies North of the lot Swet lives on is a good lot a great deal of wood & timber cut & blown down a part of it ought to be cleared up and put into grass. I believe it could be done without expense to the owner it is a damage to have the hard wood cut off this lot as it lies in a central situation & will command a good price it is about half a Mile from Clements Tavern near the Main road, & is a very good lot. After breakfast I went with Mr. Holt & Capt. Lufkin to view the Samuel Osgood Lots belonging to me which but on to each other and are N in the Range 100 acres each, we rode on the ground at the East end of Lot N this lot Baker River runs through and cuts off about 15 acres on the East side of the River, the western part of this lot as well as the most of the other lot adjoining is a beautiful growth of Beach, Rock Maple & some few Spruce & Hemlock trees lies about level eno for a good farm every where from the Centre having an easy ascent. the Banks shut down on the West side of Bakers River with a sudden Bluff this land is worth at least 5 doll per acre we rode around to the North of those lots left our horses at Joseph Whittiers and travelld some very good but broken land on the North end of Lot No. 15 Range. found it good land and one or two fine Sugar places on these lots capable of making 3 or 4000 lbs Sugar yearly which may be done with 4 hands in about a month or Six Weeks. I paid

Capt. Lufkin \$3.00 for his time & horse 2 days. Joseph Smith came up to Mr. Clements this day and gave me a Mortgage Deed of Lot No. 13, 5 range in Wentworth and 5 Notes of hand for 100 doll each which I left in the hands of Jona. Merrill, Esq. until my wife had signed the Deed to him of said lot which I signed & acknowledged before Squire Merrill—the Notes are to be delivd to me when I present the Deed—according to agreement before Capt. Holt & Capt. Levi Lufkin and Elisha Swett—the William Parker Right is a good one—worth 5 doll per acre—the weather this day was very warm in the Night it rained.

Friday 7th Novr. Raining & the ground very slippery had to stop and get my horses coked this Morning before I sat out. Left Clements Tavern about 11 o'clock A. M. paid his bill \$6.—this is a good house—I passed Capt. Butlers on my way to Haverhill & thro the French lot the road over the height of land is very rough for a carriage after you have passed Squire Tarletons, he has a beautiful Farm with a large pond on the North & a Smaller one on the South side which abounds with Salmon trout, the road from thence about 5½ Miles to Haverhill corner is very good & pleasant except being hilly, here we pass an excellent tract of land. Haverhill is a beautiful place. Lies on the East side of Connecticut River—The Wm. Parker lot called the Duty lot lies on the height of land or rather after you pass the height it descends to the West and is called a very good lot, has had some cleared on it &c—I called on Mr. Brooks the Register and took 3 deeds from E. Page to S. White also left Joseph Smiths Mortgage deed to me to be recorded and paid him 2/6, or 42 cents for record of same.

Saturday Mornng 8th Novr. Left Capt. Bliss' Tavern at Haverhill Corner after paying his bill \$2.80.—and proceeded on through Piermont, Orford, Line, & Hanover, to my store at Lebanon. I stop'd at Carr's in Piermont to view the country, was very much delighted with the prospect of the land on Connecticut River.

(Second manuscript book)

Saturday evening put up my horses in my own barn at

Lebanon Lodged at Mr. Kendricks.

Sunday 9th November went to Meeting all day when I heard two discourses which were delivered by Mr. Experience Porter son of Nathl Porter of Lebanon I think him a Man of good sentiments a good voice & delivery his text in the Morning was 2nd Peter 2nd Chap Verse about Noah being a Preacher of Richteousness etc. he handled the subject very well. In the afternoon his text was in Ecclesiastes 9th Chap Verse Madness is in their hearts while they live

Sunday Evening. Mr. Billings and Mr. Wood called in at Mr. Kendricks to see me but principally I concluded for a little to aid in purchasing a bell for the Meeting house in Lebanon, which I thought might be useful in calling the people together in season, as they were very irregular in coming into the Meeting from the beginning to the end I gave Mr. Wood \$5. toward the bell

Monday the 10th November I went into my store Potash & Oil Mill to view them found them in good Order except the Potash Kettles being broke. I examined my accounts in part this day found them pretty correct so far as I examined them. In the afternoon had a great number of People in the store to see me, amongst others was Mr. Clement and Smith Esq of New Grantham with a plan of the Town of N. G.* which shew 4—100 acre Lots belonging to Robert Duncans Estate N which they showed was good land and that they were about laying out the after division on lots which they said was very good land.

Tuesday Morn'g 11th November after Breakfast sat out on horseback for New Grantham reached my late brother Roberts House about 11 o'clock tarried an hour then rode about three miles to sister Lucy Duncan's where I met with 4 cousins Harriet & Peggy, Betsey and Susan—Stopped and dined with them—Mrs. Duncans Farm appears to be very well cultivated and looks in good order gave Sister L. \$10. and the boy that fed my horse 20 cts. After dinner went with Betsey and Susan to see Daniel Kimball esq. who is admin. on Robert's Estate. I left with him a copy of my note for \$200. and my acct of Sundries De-

* New Grantham.

livered at Lebanon store \$127. from thence returned with Betsey and Susan to their home gave John \$2. to buy him a pair of boots also gave Sister Hannah \$10. returned in the Forenoon to Lebanon on Wednesday the 12th.

Wednesday 12th November Returned after Breakfast to Lebanon—Rec'd at my store \$530.—in cash It was cloudy this day and snowed some.

Thursday 13th November. Rec'd of Thos & Henry Nevens by the hand of Wade Hough \$80. Credit on account of their note to S. White Esq. Dec'd.

Thursday 13th November left Lebanon travelled on the Turnpike as far as Challis's in Springfield to Breakfast paid 4 / 6—from thence came to Pearson's at Boscawen found the Halters, paid 14 / 6 gave girl 1 / 6 boy 1 / 6

Friday 14th After Breakfast came to Concord to Stickneys went to Mrs. Harris's and dined on a broiled partridge and a good glass of Madeira Wine. Mr. Harris was gone to Portsmouth. After Dinner went to see Nanny and Hitty. Mrs. Duncan being from home. After dinner came to my Mills at Isle at Hookset Falls Expenses at Stickneys 54 cents paid Capt. Holt \$5. at Concord.

Saturday 15th November Went up to Mr. Bakers with Capt Joshua Abbot and on to my Lots to View my Land found it very well timbered paid Mr Baker 75 cts. Philip 20 cts. for going paid Mr Abbot 18 / for expenses \$1. for going with me.—in the Afternoon came down the river to Mr. Obadiah Carlton's and tarried there all night, it snowed fast in the afternoon and evening Met with Rev'd Mr Evans of Concord in the Evening Col MacGregore and Capt Wm Blodget called to see me in the Evening.

Sunday the 16th November 1806. After Breakfast paid my bill to Mr Carlton \$3.00 and sat out for home passed Amoskeag Bridge pd 20 cts for Toll. Came through Derryfield Stopped at Adams pd 48 cents for the whole bill Parson Evans came with me It snowed very fast the horses balled much which made it unpleasant travelling when I came to Greggs Mills I took the turnpike travelled on it some miles till I found it encumbered with trees that were fallen across the road which obliged me to return about a quarter of a Mile and take the *right* hand

road through Windham, Salem and Haverhill West Parish and that was all I could find *right* about it for it was the most disagreeable road I ever travelled and I could not recollect any part of the way and I did suppose there was no road so near to Haverhill that I had not travelled on before I stopped at Smiths, baited my horses and paid my bill 25 cts and got home about 7 o'clock in the evening more fatigued with this days journey than I was all the time I was gone.

NOTES ON THE FIRST MANUSCRIPT BOOK

BY JAMES DUNCAN PHILLIPS

1. At the time of this journal, Gilmanton included all the present town of Belmont, Sanbornton, Northfield and Tilton so those names do not appear.

2. According to a plan in Lancaster's History of Gilmanton the first lots mentioned must have been in the north eastern part of the town between Young's Pond and Longu's Pond (now called Crystal Lake) and Judge Cogswell's was near at hand on the Barnstead Road.

3. Judge Cogswell was Thomas Cogswell of Haverhill, Mass., a colonel in the Revolution, who married a daughter of General Joseph Badger of Gilmanton and moved up there after the war. He was chief justice of the court of common pleas till his death in 1810.

4. General Joseph Badger was also born in Haverhill but came to Gilmanton early. He had just died (1803) and his widow was Hannah Pearson of Haverhill before her marriage. The General Badger Mr. Duncan went about with must have been his son.

5. The Rev. Mr. Smith was Isaac Smith who had been the minister of Gilmanton since 1774 and had married as his second wife Sarah daughter of Deacon Joseph Eaton of Haverhill. He fitted boys for college and was one of the first trustees of Gilmanton Academy.

6. Capt. Winthrop Gilman was a son of one of the founders of the town. It was said that in 1790 thirty years after the town was founded there were over three

hundred descendants of Edward Gilman, Sr. in the town.

7. It is not clear who Major James was but doubtless connected with the Jameses of Jamestown, a school district in the south west part of the upper parish of Gilmanton adjoining Northfield.

8. James Chase was the tavern keeper at Meredith Bridge, now Laconia. Notice that he furnished two nights lodging and dinners for six additional guests not to mention stabling for two horses for \$7.75.

9. Lemuel Keezer who kept the tavern near the Wentworth line seems to have been an unpleasant sort of genius who concealed scythes in the grass of his orchard to cut the legs of boys who stole his apples. His sign with a serpent on one side and a dove on the other (Little's History of Warren, p. 348) was admitted by him to represent his different qualities. Col. Obadiah Clement's tavern was quite a different place and was apparently the long established inn of the vicinity (ibid. p. 222). Two days at Clements cost \$6.00.

10. The original grant of the Town of Warren was made in 1764 to John Page of Atkinson and others by Benning Wentworth's government. No one by the name of Duncan or White (Mrs. Duncan's name) appears among the grantees (see copy in History of Warren, pp. 168-70) but the Hon. Phillips White was one of the most prominent factors in the establishment of the town and was a cousin of Mrs. Duncan's father. He was then a very old man and died in South Hampton, N. H. in 1811 (Little's History of Warren, p. 198.).

11. The people of Warren came from the town just north of Haverhill, Mass., so Mr. Duncan was well acquainted evidently. Dr. Ezra Bartlett and Squire Jonathan Merrill were two of the most distinguished men in town.

12. Squire Tarleton was probably Col. William Tarleton who started the tavern about 1774 and had a sign with a picture of General Wolfe. The old turnpike road on the height of land had a bad reputation with travellers for over a century. The writer had a difficult time getting over it by motor in 1912.

Know all Men by these Presents,

That *I James Duncan Junr. of Haverhill in the County of Essex and Commonwealth of Massachusetts*
Esquire

do make, constitute and appoint *W^m William Wyer Junior of Newburyport in said County of Essex Merchant* my true and lawful Attorney, for *me* and in *my* Name, to receive the Dividends which are, or shall be payable, according to Law, ~~and~~ *for Interest which was due to me for six and three per Cent Stocks*

which was standing in *my* Name in the Books of *William Gardner Esq. Loan Officer in the State of New Hampshire in the Year one thousand seven hundred and ninety three, which Interest was* ~~issued~~ *before it was sent to the United States Bank at Philadelphia* with Power also an Attorney or Attorneys under *him* for that Purpose to make and substitute; and to do all lawful Acts requisite for effecting the Premises; hereby ratifying and confirming all that *my* said Attorney or *his* Substitute shall lawfully do, by Virtue hereof.

IN WITNESS WHEREOF, *I* have hereunto set *my* Hand and Seal, the *Fifteenth* Day of *May* in the Year One thousand eight hundred and *Four*

Sealed and delivered
in Presence of

Phineas Fenton of Haverhill Merchant
(H. des. Wife of Haverhill Yeoman)

James Duncan Junior

COMMONWEALTH OF MASSACHUSETTS.

Essex ss.

BE IT KNOWN, That on the *sixteenth* Day of *May*, One thousand eight hundred and *four* before me, *Samuel Smith a Notary Public* personally came *James Duncan Junior Esquire* above named, and acknowledged the above Letter of Attorney to be *his* Act and Deed.

IN TESTIMONY WHEREOF, I have hereunto set my Hand and affixed *my notarial* Seal the Day and Year last aforesaid.

Samuel Smith

LETTER OF ATTORNEY. 1804

GIVEN BY JAMES DUNCAN, Jr., TO WILLIAM WYER, Jr., OF NEWBURYPORT

Most of the above information is from
Daniel Lancaster: History of Gilmanton, Gilmanton, 1845.
William Little: History of Warren, Manchester, 1870.

NOTES ON THE SECOND MANUSCRIPT BOOK

BY STEPHEN W. PHILLIPS

1. "New Grantham" was a town laid out on the western slope of Grantham mountain toward the Connecticut River not to be confused with Grantham which is the eastern side of the mountain. The bounds of New Grantham probably included the present village of Meriden which is now in the township of Plainfield. Daniel Kimball named in the journal lived on the site of Kimball Union Academy and Robert Duncan's farm was across the street where later John T. Duncan lived and the farm still belongs to his descendants. Samuel Duncan had lived previous to his death well up on the slope of Grantham Mountain in the eastern end of the town. Mrs. Betsey Freeman lived on the bank of the Connecticut River at Blow-me-down Creek but this was probably not her father's farm. John is said to have lived about a mile east of the village.

2. "Sister Lucy Duncan." This was Lucy Todd Duncan widow of the writer's older brother John who had moved up to this region very early and died June 20, 1799.

3. "Four cousins". The writer does not mean cousins of his own but cousins of each other although at first it is a little confused. Harriet and Peggy, Betsey and Susan. Harriet was an older daughter of John and Lucy Todd Duncan. Peggy is John's daughter Margaret who died young. Betsey and Susan were daughters of Samuel Duncan and his wife who was Hannah Emmerson. Betsey married Col. Edward Freeman and lived and died near Meriden. Susan married for her second husband William Reynolds of Boston and was always spoken of by the family as Aunt Susan Reynolds.

4. "John" on whom his generous uncle bestowed \$2. but with true Scottish desire for usefulness limited the

spending of it to shoes, indicating perhaps a scarcity of footwear among the younger members of this frontier community, was Robert's son John Thaxter Duncan who was a little boy. Some cousins of the same name had died earlier. John later married Fanny Denison and lived in Union Falls, N. Y.

5. "Sister Hannah". This was Robert's widow. She was Hannah Emmerson and married in 1783 Samuel Duncan and became the mother of the Betsey and Susan above mentioned. After Samuel's death in 1793 she married his brother Robert Duncan and was now a second time a widow with several small children.

6. "Mrs. Harris". This was Mrs. Mehitabel wife of Robert Harris of Concord and mother of Dolly (Harris) Duncan wife of the writer's brother William. She was a distinguished old lady and moved with her grandson to Massillon, Ohio, in her old age where she died. She evidently lived well, note the partridge and the glass of madeira. Nowhere else does the writer refer to the food except as an item of expense.

7. "Nanny and Hitty. Mrs. Duncan being from home." This was the widow of the writer's brother William who had died in 1799 and her two daughters Nancy who married William Hill and Mehitabel who married Andrew McClary.

8. "Col. MacGregore". This was the son of the Rev. Mr. MacGregor the first Presbyterian minister of Londonderry and a principal man in that vicinity. He must have been an old friend of the Duncans as James Duncan, Sr. had been a member of Mr. MacGregor's church and kept up his membership there long after he moved to Haverhill, driving over the road to attend Presbyterian meetings there three or four times a year until he was a very old man, as frequently related by Miss Caroline Duncan daughter of Abraham who died in 1893 at the age of 93.

A CHECK LIST OF SALEM PRIVATEERS IN THE WAR OF 1812.

COMPILED BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LXXVIII, page 374.)

FAME, schooner, also called a 'pink' stern fishing boat, is said by Maclay to have been an old vessel when she became a privateer. He also says she was very fast and sent the first prize into Salem. Leavitt says she was built in England in 1804 but Maclay claims she was used in the Revolution.

Her bond, No. 183, 13 July 1812 lists her owners as John Upton, William Webb, John Becket, jr., Henry Allen, Holten J. Breed, Lewis Folsom, John Clark, Benjamin Upton, James Cheever, jr., John Sage, Gordon Pellet, Benjamin Chapman, Asa Reeves, Emory Johnson, Charles Vandeford, John Brace, Daniel Brookhouse, John Derby, 4th., Enoch Manning, Benjamin Daniels, Stephen Burchmore, Nathaniel Heard, George Leech, James Brown, jr., Daniel Sage, John Joseph. Her Commission, No. 48, of same date gives William Webb, master, John Becket, jr., lieutenant, Daniel Sage, John Joseph sureties, William Webb, et al. owners.

Her Bond No. 250, 24 August 1812 gives Abner Poland, jr., master, Henry Prince and Henry Ward, of Salem, sureties, owners Holten J. Breed, Charles Vandeford, Benjamin Daniels, William Allen for Henry Allen, Samuel Leech, jr., Daniel Brookhouse, Jeduthan Upton, Emory Johnson. Her Commission No. 250 of same date gives Abner Poland, jr., master, John Patterson, lieutenant, 30 tons, 25 men, 2 guns, sureties Henry Prince and Henry Ward.

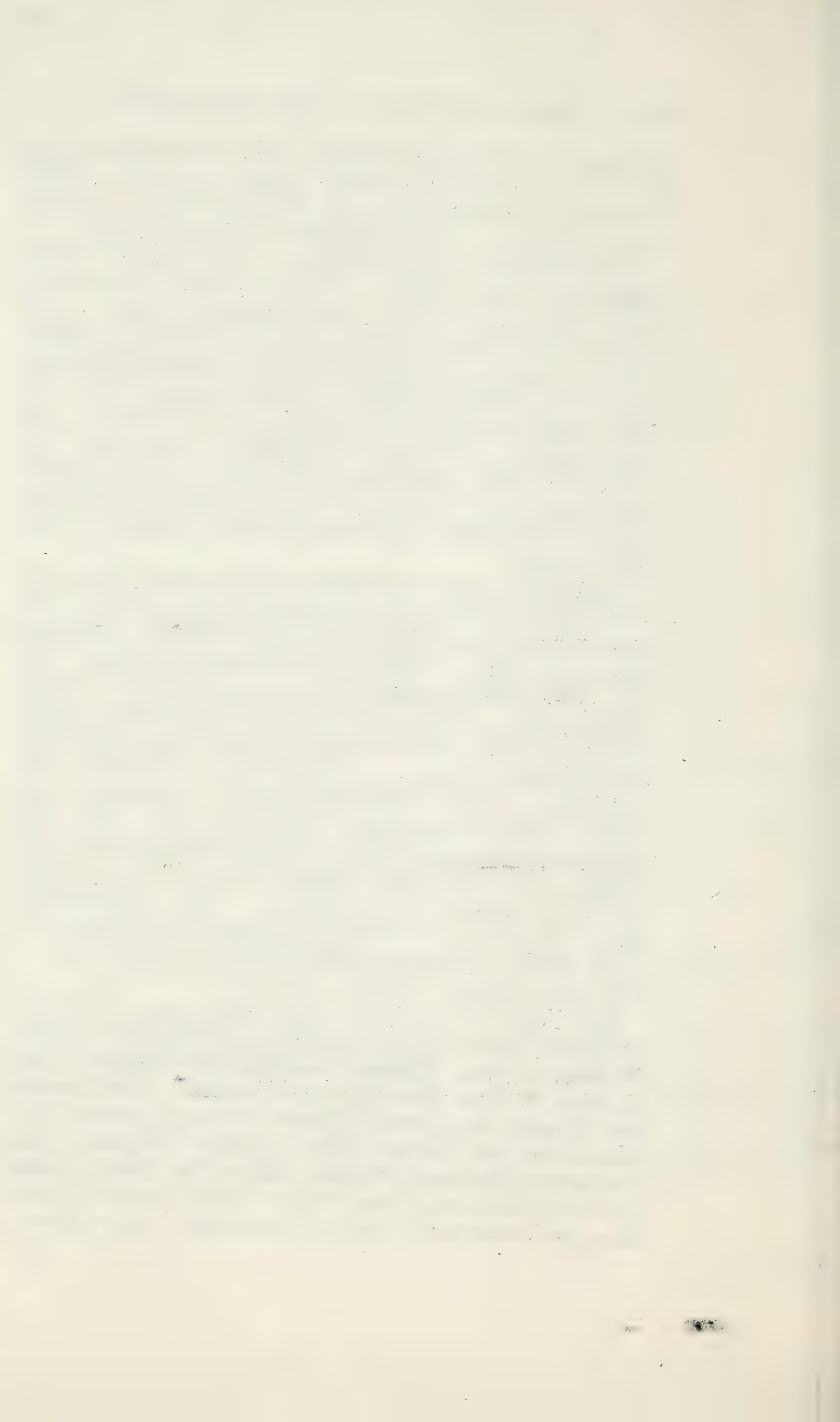
Her Bond No. 535, 21 September 1812 gives as owners Henry Allen, Daniel Brookhouse, Lewis Folsom, John Joseph, Charles Vandeford, Stephen Burchmore, William Webb, John Sage, John Brown, Samuel Leech, jr., James Brown, jr., John Clark, Asa Reeves, John Derby, jr. Gordon Pellet, Holten J. Breed, Jeduthan Upton, James C. Cheever, Benjamin Chapman, Benjamin Daniels, John

Sinclair, jr., Nathaniel Heard. Her Commission No. 535 of same date gives John Green, jr., master, John Patterson, lieutenant, 30 tons, 25 men, 2 guns, sureties Henry Prince and John Hathorne, owners as above.

Her Bond No. 538, 20 October 1812 gives as owners Benjamin Upton, Henry Allen, Stephen Burchmore, James Brown, jr., John Brown, Samuel Derby, jr., as atty. for (?), John Sinclair, jr., Samuel Leech, jr., John Joseph, Benjamin Daniels by his atty. Samuel Leech, jr., James W. Stearns, Holten J. Breed, James Brown for John Babbidge, Daniel Brookhouse, John Grant, jr., Joseph Lambert, Christopher Babbidge. Her Bond No. 538 of same date, gives John Green, master, John Petingall, lieutenant, 30 tons, 25 men, 2 guns, Joseph Lambert and Christopher Babbidge, sureties, William Webb et al. owners.

By a Bill of Sale, 22 October 1812 Samuel Derby, jr., of Salem, for \$70 paid by James W. Stearns sells 1/25 part of the schooner Fame with appurtenances and munitions, now lying at Salem, her Permanent Register No. 34. John Becket agrees to her measurement. Owners William West, Holten J. Breed, Henry Gordon Pellet, Jeduthan Upton, Lewis Folsom, John Clark, Benjamin Upton, James Cheever, jr., John Sage, Asa Reeves, Emory Johnson, Enoch Manning, Charles Vandeford, John Brown, Daniel Brookhouse, John Derby, 4th., Benjamin Chapman, Benjamin Daniels, Stephen Richardson, John Sinclair, jr., Nathaniel Heard, George Leech, James Brown, jr., William Webb, master. Built in Gloucester 1812. Certificate of Enrollment No. 13 Gloucester, 25 April 1812. Dimensions 12'8"-6'2", 30-63/95 tons. 1 July 1812, Samuel Derby, jr., owner.

Her Bond No. 720, 12 April 1813, gives Benjamin Chapman, master, Daniel Brookhouse, lieutenant, 30 tons, 30 men, 2 guns, William Manning and Nathan Blood, sureties, William Manning et al. owners. Her Commission of same date gives Benjamin Chapman, master, William Allen and Nathan Blood, sureties, William Allen, Benjamin Chapman, William Allen for Henry Allen, Charles Vandeford, John Brown, John Joseph, Daniel Sage for John Sage, James Cheever 3d., James Brown,



jr., John Hathorn for son Ebenezer, John Hathorne, jr., Benjamin Upton, Isaac Needham for John Concline, William Webb, Robert Leech, for Benjamin Daniels, James White Stearns, William Bessom, Samuel Leech, jr., John Becket, Joel Powars for H. J. Breed, Daniel Brookhouse, Nathan Blood, for Samuel Cheever, jr., John Burchmore, Benjamin Whittredge, John Grant, William Allen, Nathan Blood, jr., owners.

Her Request for a Commission 22 July 1813 gives Jacob Endicott, master, Joseph Strout, lieutenant, 2 guns, 20 men, Stephen Burchmore, John Hathorne, jr., John Grant, Charles Vandeford, Benjamin Kittredge, Benjamin Chapman, William Bessom, James W. Stearns, William Webb, Henry Allen, Robert Brookhouse, atty. for D. W. Brookhouse, John Becket, jr., Samuel Leech, John Sinclair, jr., John Joseph, Benjamin Ward, John Sage, Nathan Ward, Robert Leech, for Benjamin Daniels, James Brown, jr., owners.

Her Register 19 October 1813, gives Robert Brookhouse, master, Joseph Lambert, jr., Jonathan Archer, sureties, 27 men, Joseph N. Stearns, Nathan Blood, John Stevens, jr., Ebenezer Hathorne, Benjamin Upton, for James Cheever, Nathan Blood, for Benjamin Chatman (sic-Chapman), Robert Brookhouse, for Daniel W. Brookhouse, William Welch, John Sinclair, jr., Henry Allen, Benjamin Upton, James Brown, jr., William Bessom, Charles Vandeford, John Joseph, John Grant, Benjamin Daniels, D. Sage for John Sage, Stephen Burchmore, John Becket, jr., Robert Burchmore, jr., Joseph Lambert, Jonathan Archer.

Her Bond No. 476, 11 March 1814 gives John Evans, master, Samuel Cook, Timothy Wellman, jr., Benjamin Upton, John Becket, jr., James W. Stearns, Benjamin Kittredge, Benjamin Daniels, Nathan Blood, William Bessom, James Cheever 3d, James Cheever 2d, John Hathorne, jr., Ebenezer Hathorne, John Sage, John Grant, Charles Vandeford, Isaac Needham, owners.

Her Commission No. 476 of the same date gives John Evans, master, John Dodge, Joseph Ropes, sureties, Samuel Cook, Timothy Wellman, jr., John Upton for Benjamin Upton, John Becket, jr., James W. Stearns, Benja-

min (signed James) Kittredge, Benjamin Daniels, William Bessom, James Cheever, 3d., per Samuel Cook, James Brown, jr., Nathan Blood, John Hathorne, jr., Ebenezer Hathorne, John Sage, John Grant, Charles Vandeford, Isaac Needham, John Evans, John Dodge, Joseph Ropes, John Joseph.

Her Log book by Abner Poland 28 August to 6 September 1812 contains nothing of present interest, no prizes mentioned, but another for her first voyage 15 July to 10 August 1812 is also in the Essex Institute collection and was sworn to by Jeduthan Upton, master. The following items appear:—

16 July 1812 spoke a schooner, Capt. John Brown, Boston to Goldsbury and a privateer from Portland on a cruise.

17 July 1812 At anchor Little River (with a prize) found a sloop aground, at 4 P. M. boarded her and took possession. Our boats were fired upon by the British. Spoke a schooner from Marblehead with a prize sloop.

18 July 1812 Lying in Snug Cove saw a frigate "Indign" (?Indian) and "Plumper Brige" and a "privateer which they had taken, amedetly all hand came on board and came to sea." This was near Quoddy Light and Grand Manan "saw 3 schooners and boarded one of them. Took possession of her."

The Log continues but without special interest. Her masters, apparently in the following order, were:—William Webb, Abner Poland, John Green, William Webb, Benjamin Chapman, Jacob Endicott, Jeduthan Upton, Robert Brookhouse and John Evans.

The contemporary list by an unknown hand, several times referred to, lists her prizes as follows:—

10 July 1812, Ship Concord, 300 tons, 12 men, Capt. Benjamin Chapman.

12 July 1812 Brig Elbe, Benjamin Upton.

4 Aug. 1812 Schooner Dove, Benjamin (?James) Day.

21 Oct. 1812 Schooner Betsey Ann, James Archer.

23 Oct. 1812 Brig Henry, James Archer.

11 Nov. 1812 Schooner Sea Flower, I. Pettingill.

12 Nov. 1812 Schooner Three Sisters, P. Shot.. (torn)

2 Dec. Schooner America, J. Archer.

Some at least of the masters given were prize-masters it is evident. The America was a re-capture as she was of Newburyport. She was taken at Indian Island and had been trading with the enemy. (See Dart and Industry.)

Coggeshall lists the schooner Four Brothers, sent to Salem and Delight, schooner sent to Machias.

The Salem *Gazette* prints the following:—

2 Sept. 1812 Carried away her foremast in chase of a brig.

10 Oct. 1812 Fame arrived, had taken a schooner.

21 Oct. 1812 Arrived Four Sons, prize of Fame, Graves master. She was built at Briggs', owned by Johnathan Neal, was taken by the British a year since.

24 Oct. 1812 For sale at Salem, Four Sons, 150 tons. (She was registered at Salem, 125 tons, 1806. 5 July 1806 Penn Townsend, master, Jonathan Neal, Edward Smith, owners. Condemned at Halifax. Apparently an inconsistency here which cannot be explained.)

10 Nov. 1812 Arrived a schooner, prize of Fame, Green, master.

13 Nov. 1812 Arrived Fame, 20 tons, Green, master, from 5th. cruise, took 5 vessels, 1 brig, 3 schooner, 1 sloop.

27 Nov. 1812 Sent in by Fame, Industry and Dromo schooner America of Newburyport, cut out at Indian Island and English place. (For Dromo probably read Dart.)

The cargo of the Concord and the schooner Betsey Ann were for sale this month.

21 May 1813 arrived 17 May Fame, Chapman. Had taken schooner Delight which has arrived at Machias. Fame's 6th. cruise.

29 May 1813 Fame returned from 8th. cruise, took 2 sloops, one formerly owned by Wallis of Salem and captured by Bream.

13 July 1813 Fame arrived, Chapman, no prizes except as formerly reported.

Her dimensions were 44'9"-13'8"-5'9", tonnage variously given as 20 and 30 but officially 30-62/95. Her

armament also variously given as from 1 to 3 guns, usually as 6 pounders.

Leavitt says she was lost at Mud Island, Bay of Fundy in April 1814. She may have been burned.

The Wallis Diary states "The vessel seized by Fame and Castigator belonging to Cornelius Coolidge and Fras J. Oliver of Boston, this vessel and a Salem privateer.... (torn) owners are bound over to the Court October or November next. Mr. James W. Stearns, one of the owners of Dart and Castigator are in dispute with Mr. Roulstone in Boston, gentleman had his nose wrung by Mr. R. and was kicked across State street for writing that the Boston Federalists who volunteered their Services to Recover Mr. Coolidge's vessel (the story is left unfinished).

Some of her prizes were commissioned after condemnation:—

Delight, schooner, of Newburyport, James Cummings, master, Isaac Adams, James Cummings, Thomas M. Clark, Stephen Howard, Jonathan Gage, Francis Todd, George Jenkins, John N. Cushing, Richard Johnson, jr., all of Newburyport, owners. Prize of War, Maine, temporary Certificate No. 3, 23 November 1813, Machias. Dimensions 56'6"-18'1"-7'9", 67-35/95 tons.

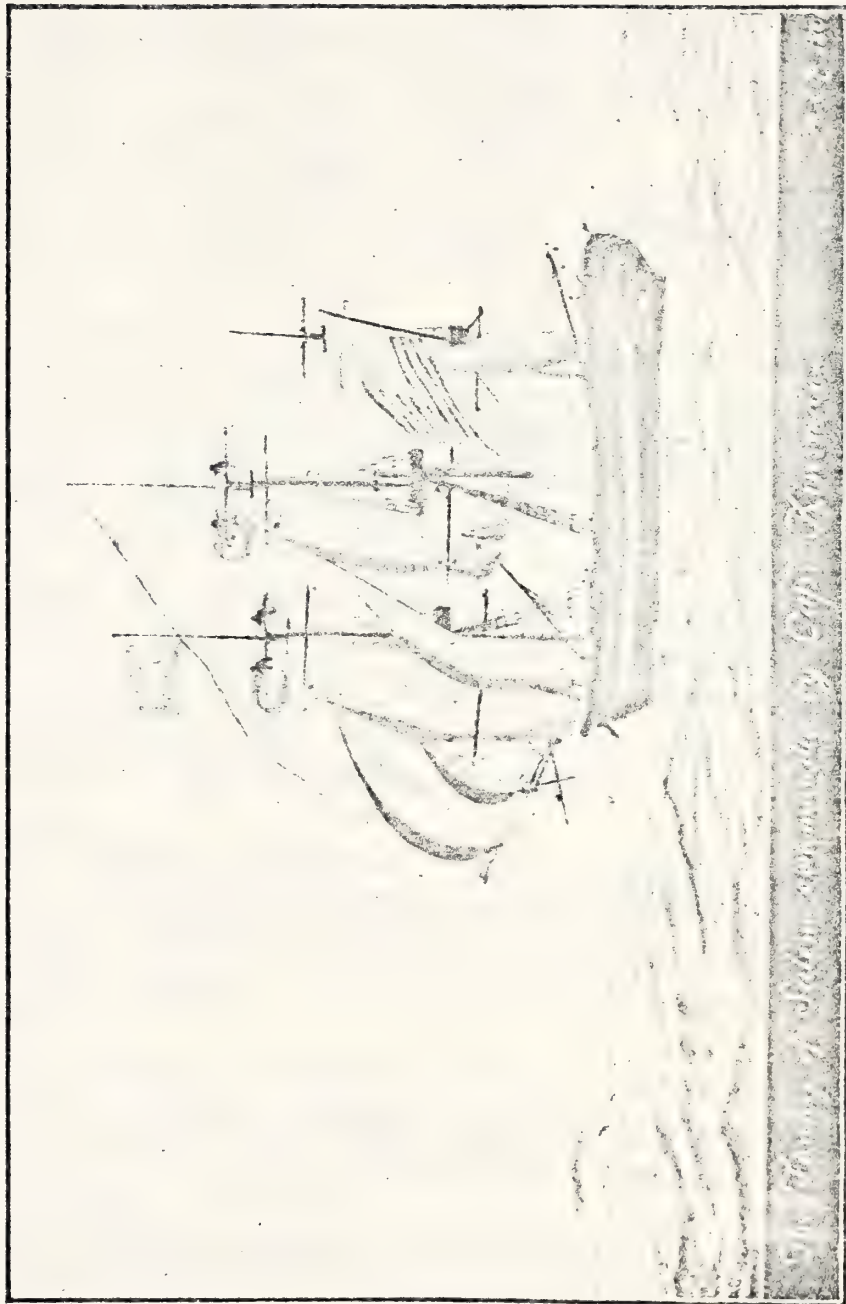
Thomas M. Clark, Stephen Howard, Jonathan Gage, Francis Todd, George Jenkins, John N. Cushing, Richard Johnson, jr., all of Newburyport, owners. Prize of War, Maine, temporary Certificate No. 3, 23 November 1813, Machias. Dimensions 56'6"-18'1"-7'9", 67-35/95 tons.

Henry, brig of Salem, John Becket, master, George Crowninshield, jr., George Crowninshield, Benjamin W. Crowninshield, owners. Forfeit Massachusetts District, Certificate No. 16, 4 August 1813. Prize of Fame, taken 23 October 1812. Dimensions 68'6"-21'2"-9'7", 119-14/95 tons.

Betsey Ann, schooner, of Newburyport, John Brockway, master, John Brockway, William Howard, owners. Dimensions 50'-15'4"-7', 46-9/95 tons.

In the Vice-Admiralty Papers at Halifax is the record of the schooner Four Brothers, R. Sinclare (Sinclair), re-captured 4 August 1813 by Emulous.

The Custom House value of her prizes 30 January 1813



SHIP "FANNY," WM. GRAY, OWNER

From the copy of a painting of a copy by M. Corné, 1801, in possession of the Peabody Museum, of Salem

was for the schooner Dove, hull, \$70.72, cargo \$102.43; schooner Four sons for hull \$1,875. for cargo \$442.37; Sea Flower, hull, \$335, cargo \$1,328.30; Three Sisters, hull \$2,070, cargo \$2,130; America, Fame and others \$1,025 vessel and cargo and her agent Henry Prince turned in to the Collector from 1 July 1812 to 28 June 1813 \$4,682.86 and a second amount of \$95.27.

Among the Custom House papers is a bill of sale 12 July 1815 of the prize ship Concord by William Manning for \$1000 to Henry Chase of Beverly, 1/6 of her hull and appurtenances, now in Salem.

Since the account of the schooner Fame was written the original of her request for a Commission has been found among the Miscellaneous Ship Papers in the Essex Institute. It is dated 11 March 1814 and gives John Evans, Master, Ebenezer Peirce, Lieutenant, 5 carriage guns and 25 men. Isaac Needham, James W. Stearns, James Brown, jr., Nathan Blood, Charles Vanderford, Samuel Cook for self and James Cheever, John Baker, jr., Benjamin Daniels, Timothy Wellman, jr., John Sage, Ebenezer Hathorne, John Upton for Benjamin Upton, William Berson, John Hathorne, jr., owners.

FANNY, schooner, was foreign built and was condemned as a prize in the Maine District, certificate No. 67, 27 May 1815, her temporary registration being dated 1 May 1815 at Waldoborough. It does not appear by whom she was captured.

She was registered in Salem 27 May 1815, Abner Briggs, master, Jeremiah Briggs, Nathaniel Silsbee, Robert Stone, jr., Joseph Winn, John Winn, owners. She was again registered in Salem 21 August 1815, Joseph Noble, master, Stephen Shepard, William P. Richardson, Archelaus Rea, Thomas W. Woodbridge, Joseph Noble, owners. Also on 14 May 1816, Larkin Lee, master, William P. Richardson, Archelaus Rea, Stephen W. Shepard, John Winn, owners; likewise 27 November 1816, Benjamin Chapman, master, William P. Richardson, Archelaus Rea, Stephen Shepard owners and 24 November 1817, Josiah B. Andrew, master, John Andrew owner.

Finally on 24 February 1827, still of Salem, Nathan-

iel Woodbury, master, John Andrew of Salem owner. At this time her temporary certificate of registry is given as No. 7, Passamaquoddy, 27 July 1826. Her dimensions were 63'(53')-20'-9'9", 105-67/95 tons. Her armament was 13 guns and 18 men.

FANNY, ship, of Freeport, 1796, according to the Ship Registers. She was registered in Salem 19 December 1797, Timothy Wellman, master, William Gray owner. The catalogue of the Marine Room of the Peabody Museum lists a water-color copy of one by M. C(ornè) 1801 and an oil painting by Charles Torrey of Brookline 1819, from an original picture. She was a privateer in 1799, mounting 10 guns and again in 1812 but her commission does not appear in Salem.

FROLIC see GROWLER.

GALLINIPPER, schooner, was built in England in 1807 if Leavitt is correct but no record of her condemnation as a prize has been found in the Custom House papers nor any other authority for the statement.

Her Commission, No. 608, 29 December 1812 gives Andrew Tucker, master, William Homan, lieutenant, 30 tons, 30 men, 2 guns, Joseph J. Knap, Stephen White sureties, Moses Townsend, Joseph J. Knap, Andrew Tucker, Stephen White, owners.

Her Bond, No. 717, 31 March 1813 gives Timothy Wellman, master, William Fettyplace, Jonathan Archer, sureties, 30 men, 2 guns, Samuel Lamson, lieutenant, Penn Townsend, Joseph J. Knap, Stephen White, Robert Stone, jr., William Silsbee, Timothy Wellman, William Fettyplace, Jonathan Archer, owners.

Her dimensions were 46'7"-12'10"-6'1", 31-90/95 tons officially though varying somewhat in other places.

She is said by Coggeshall to have taken and ransomed a schooner in 1812 and by the *Salem Gazette* is said to have arrived in Marblehead 12 February 1813 and to have reported no prizes but a schooner ransomed, doubtless the one given by Coggeshall.

She was chased ashore 2 May 1813 by the 20 gun Rattier and destroyed.

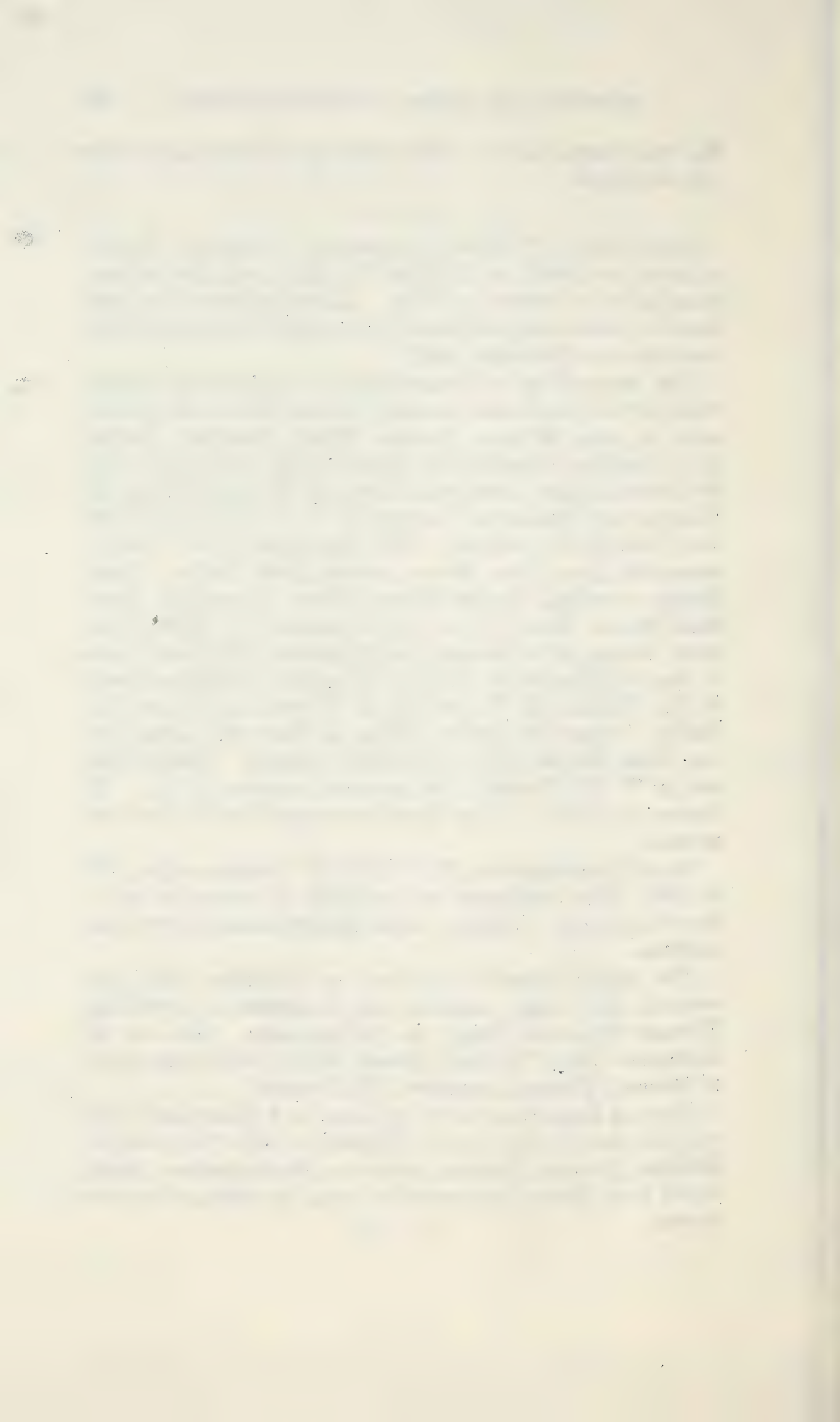
GENERAL PUTNAM, schooner, is said, by Leavitt to have been built in England in 1813 and also to have been built in Boston in 1814. As no evidence has been found that she was condemned as a prize it seems probable that she was American built.

Her request for a Commission, No. 1024, 31 August 1814 gives John Evans, master, Thomas Cloutman, lieutenant, 4 guns, 60 men, Nathan Blood, Jonathan Brown, jr., (illegible), Gamaliel H. Ward, Job D. Porter for Dudley Porter, Moses Townsend, Jeremiah Briggs, William E. Vincent for Benjamin Vincent, P. P. F. Degrand, Winslow Lewis & Co., owners. Her Commission No. 1024 of same date gives John Evans, master, John Kehew, Abner Briggs, sureties, Nathan Blood, Moses Townsend, Jonathan Brown, Henry Upton, jr., Gamaliel H. Ward, Jeremiah Briggs, all of Salem, Joseph Babson, William Peirce & Sons of Gloucester, P. P. F. Degrand, Winslow Lewis & Co., William E. Vincent by B. Vincent of Boston, Job Dudley Porter for Dudley Porter of Haverhill, John Evans, John Kehew, Henry White, jr., owners. Joseph Babson by W. W. Parrott, who executed a power of atty. 19 September 1814.) Her Bond corresponds with the Commission.

Her dimensions were 73'-21'10"-10'- tonnage either 137 or 150. Her armament was probably 3 caronades and 1 long 9 pounder. There is some disagreement between authorities.

The *Salem Gazette* says that on 8 October 1814 she took the brig Jane, formerly the American of Portland, Thomas Cloutman being the prize-master. Also on 25 November 1814 "Arrived Ocean, ship of 380 tons, prize of General Putnam, captured 30 October."

She was herself captured by Leander 8 November 1814 and the *Gazette* says on 25 November 1814 "Arrived in Halifax, General Putnam, schooner, Evans master, which sailed from Salem four months since, by whom taken unknown.



GRAND TURK, brig or brigantine. Of the several vessels of this name the third was the famous privateer. Maclay makes the strange error of writing of all these as of one and the same vessel and Marvin in "The American Merchant Marine" makes the same mistake.

The one of interest here was built at Wiscasset, Maine (at that time still Massachusetts) in 1812. Her dimensions were 102'-28'-12'4" and her tonnage 309-84/95, her armament 18 guns, all 9 pounders and her crew 110 to 150 men after her first commission when she had 95 men and officers with 151½ shares.

Her first Commission, No. 610, 28 January 1813 gives Holten J. Breed, master, Joseph Lindsay, lieutenant, Samuel Webb, jr., John Jayne sureties, 315 tons, 16 guns (elsewhere given as 18), Joseph White, jr., Jacob Endicott, Stephen White, Henry White, jr., Samuel Cook, Joseph J. Knap, Francis Boardman, Robert Brookhouse, Moses Townsend, J. W. Treadwell, James Dalrymple, William Luscomb, jr., John Dodge, William Morrow, Hawkes & Babbidge, Stephen W. Shepard, William Fettyplace, Nathan Blood, Samuel B. Graves, Isaac Needham, Oliver Hubbard, John Sinclair, jr., Lynch Bott, John Howard, jr., William P. Richardson all of Salem, Thomas Williams of Marblehead, Peter Paul F. deGrand of Boston.

Her Commission No. 841, 4 October 1813 gives Holten J. Breed, master, Jonathan Neal, Joseph Winn, sureties, Joseph White, jr., Hawkes & Babbidge, Nathan Blood, Joshua and Thomas Oakes, John Howard, jr., Moses Townsend, J. White Treadwell, Samuel Cook for W. Morgan, Jacob Endicott, Thomas Williams, Lynch Bott, Henry Upton, jr., William Stearns by Seth Low, William Luscomb, jr., Oliver Howard, Newhall & Lewis owners.

Her Commission, No. 474, 3 February 1814 gives Holten J. Breed, master, Gamaliel H. Ward, John Saunders, sureties, 140 men, Holten J. Breed, Jacob Endicott, John White, jr., Stephen White, Henry White, jr., Samuel Cook, Joseph J. Knap, Samuel Bowden, Robert Brookhouse, Moses Townsend, J. White Treadwell, James Dalrymple, N. Luscomb, jr., John Dodge, William Morrow, Hawkes & Babbidge, Stephen Webb Shepard, William Fettyplace, Nathan Blood for James C. King, Lynch

Bott, John Howard, jr., William Stearnes by Seth Low, Gamaliel H. Ward, James Saunders owners. However, another list which varies somewhat has been found among the Thomas G. Thornton Papers at the Essex Institute. This is dated 9 July 1814 Certificate of Ownership, Joseph White, jr., Jacob Endicott, Stephen White, Henry White, jr., Samuel Cook, Joseph J. Knap, Francis Boardman, John W. Treadwell, James Dalrymple, William Luscomb, jr., John Dodge, William Morrow, Hawkes & Babbidge, Stephen W. Shepard, William Fettyplace, Nathan Blood, James C. King, Samuel B. Graves, Isaac Needham, Oliver Hubbard, John (sic-James) Sinclair, jr., Lynch Mott, John Howard, jr., William Stearns, William P. Richardson all of Salem, Thomas Williams of Marblehead, P. P. F. Degrand of Boston, Holten J. Breed commander.

Her Commission and Bond, No. 478, 20 December 1814 gives tonnage 309. Nathan Green, master, John Pedrick, 3d., Samuel Webb, sr., sureties, William Fettyplace, Nathan Blood, William Luscomb, jr., James (illegible-?) Sinclair, jr., Samuel B. Graves, Isaac Needham, Oliver Hubbard, John Howard, jr., William Stearns, William P. Richardson, Thomas Williams by William Fettyplace, F. & L. Treadwell, P. P. F. Degrand, of Boston, by Elisha Copeland, jr., Joseph White, jr., Stephen White, Henry White, Samuel Cook, Joseph J. Knap, Francis Boardman, Robert Brookhouse, Moses Townsend, J. White Treadwell, James Dalrymple, John Dodge, William Morrow, Hawkes & Babbidge, Stephen W. Shepard, Nathan Green, John Pedrick, 3d., Samuel Webb, jr., owners.

She was sold to William Gray of Boston, 30 May 1815 and was given Temporary Register there 3 June 1815 and she then became a merchantman. This Register names Thomas Webb and William Gray as owners and refers to Register 236, Boston, 13 November 1812, dimensions 102'-28'-12'4", 309-84/95 tons.

Doctor Bentley, less prompt than usual, makes no mention of her until 29 September 1814 when she was at sea and seldom refers to her thereafter.

Her first log is owned by the Maine Historical Society

of Portland and dates from 9 February 1813 to 28 May 1813 from which the following extracts are taken.

4 Apl. 1813 captured ship Paragon, put on William Molloy, prize-master, 11 men with 16 prisoners. captured ship William, put on William Vickery, prize-master, 10 men with 9 prisoners.

5 Apl. 1813 captured ship Apollo, put on John Gage, prize-master, 12 men with 13 prisoners.

14 Apl. 1813 parolled 30 prisoners on board Spanish schooner with provisions.

16 May 1813 captured schooner Britannia, put on John Haywood, prize-master, 9 men with 6 prisoners.

The log also contains lists of prize crews and prisoners, 112 pages, and a list of prisoners by Holten J. Breed.

Collector's Office 28 May 1813.

The log of her second voyage, 19 October 1813 to January 1814 is owned by the Essex Institute of Salem, as follows in part.

30 Oct. 1813 boarded Russian ship Moscow, Seth Stodert, master, who had been boarded by the British brig Recruit the 13th instant. Permitted him to proceed.

14 Nov. 1813 boarded brig Tryall, John Thompson, master, scuttled her.

16 Nov. 1813 boarded ship Wolfe's Cove, William Compleman, master, 2 guns, 20 men, value \$60,000, put on crew and sent her to nearest port.

21 Nov. 1813 boarded ship General Kempt (sic), William Thompson, master, value £9,877:15:00, 17 prisoners, put on crew and sent her to United States. She had been in convoy with Wolfe's Cove. Value in U. S. \$40,000.

8 Dec. 1813 boarded brig June, John Horsewill, master, had been in convoy among which was the schooner Growler of Salem, 13 prisoners. Put on crew and sent her to France, value in France \$50,000.

16 Dec. 1813 boarded brig Graces, Bibens, master, put on crew and sent her to United States.

17 Dec. 1813 removed prize crew (he does not give the name of vessel) and sent her for a cartel to Fayal under Bibbens with 65 prisoners.

22 Dec. 1813 boarded brig Minerva, 209 tons, burned

her. boarded schooner (name not given) put on crew and sent her to United States.

23 Jan. 1814 anchored in Salem. Sworn to 22 January by Holten J. Breed.

Unfortunately we have no more original logs but from the *Essex Register* of 8 June 1814 the following items are quoted. Voyage 3. 4th instant arrived Grand Turk, Holten J. Breed, 109 days out, sailed 17 February from Salem.

21 Feb. 1814 lost main topmast and a man fell overboard, 2 men wounded.

19 Mar. 1814 chased 13 hours by a 74 off Maderia.

3 Apl. 1814 captured brig Indian Lass, ordered her to U. S.

11 Apl. 1814 captured brig Catharine, ordered her to U. S. (In issue of 8 June 1814 appears the item "Halifax, The brig Thomas & Sally taken 3 days after sailing by Grand Turk on Wednesday last was re-taken by Martin and Curlew.")

20 Apl. 1814 took brig Thetis, ordered to a southern port.

24 Apl. 1814 took sloop Caroline, given up.

28 Apl. 1814 fell in with brig Catherine which had been re-captured 24th. off Western Islands by brig Bacchus, took off the men and burned her.

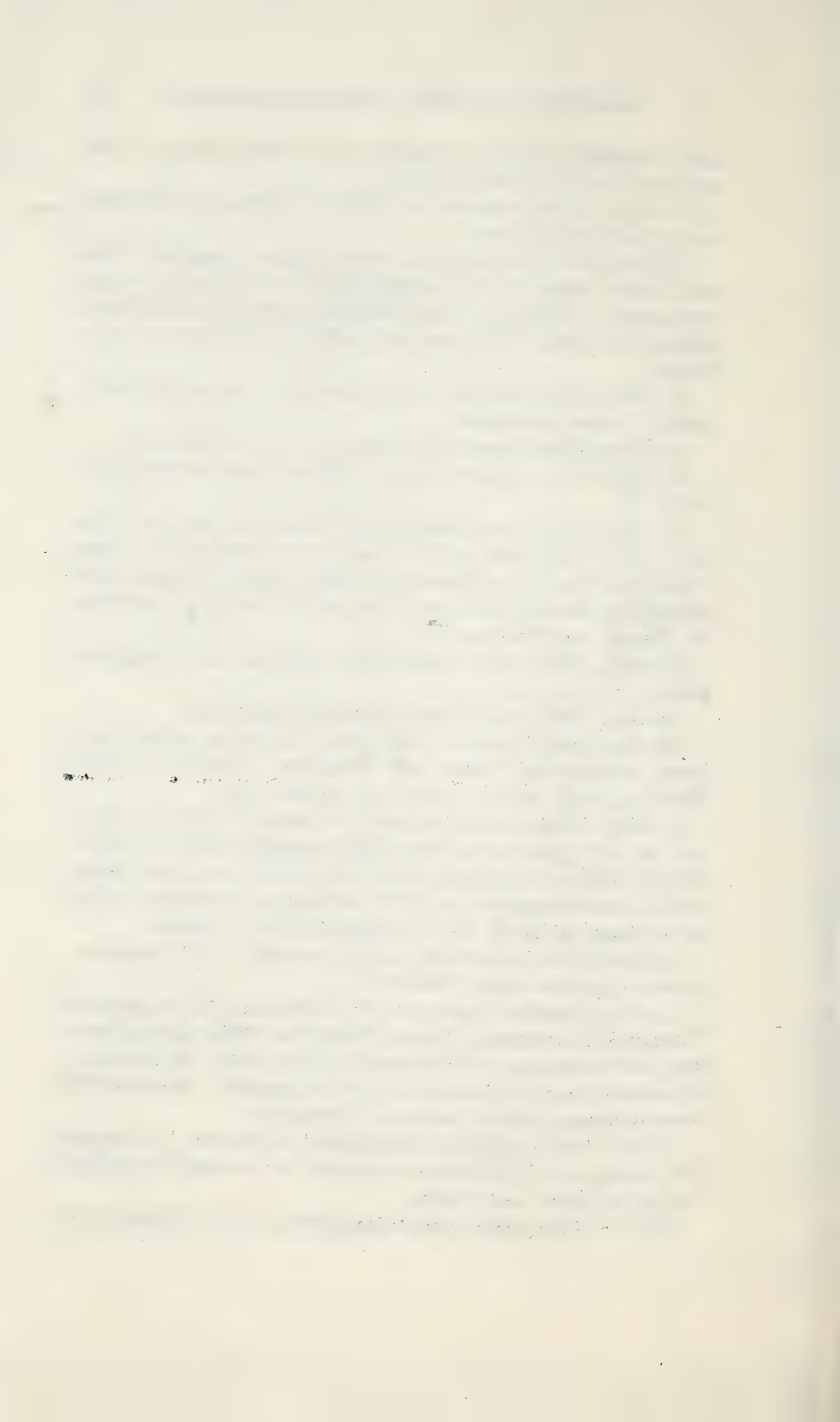
2 May 1814 chased a brig "a warm British vessel" and at 5.45 gave her a broadside, engaged till 6.30 when all our braces, mainstay and foretopmast were shot away, almost unmanageable, at 7.30 having up preventer stays gave chase, at 10 P. M. lost sight of her, 2 killed.

12 May 1814 chased by a brig, brought in 30 prisoners, value of prizes about \$65,000.

In the *Register*, issue of 19 November 1814 appears "Arrived Portsmouth Grand Turk the 16th. Green, master, 103 days out, 44 in crew, having made 13 captures, 8 manned out, 4 burned, 1 used as cartel. Boarded 36 vessels among which were:— Voyage 4.

8 Jul. 1814 took brig Speculator, captured 14 August by Grampus of Baltimore and used as a cartel, supplied her with bread and water.

30 Jul. 1814 spoke privateer Syren, (J.D.) Daniels of



Baltimore 28 days from New York, had made 2 captures, one a ship, the other a brig Sir John Sherbrooke, late a prize of privateer Thorne (q.v.) of Marblehead.

8 Aug. 1814 captured schooner Pink of Chatham. prize to a British privateer, destroyed her.

16 Aug. 1814 captured brig Charlotte, previously taken by Monmouth and re-captured by Canso, since has again been re-captured and arrived at Halifax.

5 Sep. 1814 captured Swedish brig Johannes, ordered her to U. S.

7 Sep. 1814 fell in with a small sloop of war and after a short skirmish out-sailed her.

15 Sep. 1814 captured brig Melziade, permitted her to proceed.

19 Sep. 1814 captured brig Betty, ordered her to U. S. Ezra Smith prize-master.

17 Oct. 1814 captured brig Cossack, ordered her in but she was re-captured by Bulwark and again taken by Surprise and has arrived here. Captured brig Three Williams, ordered her in.

26 Oct. 1814 captured brig Baltic, ordered her to U. S.

7 Nov. 1814 captured schooner Georgiana, Andrew Curtin, prize-master, manned her.

8 Nov. 1814 captured brig Robert, destroyed her.

14 Nov. 1814 captured schooner Bird, John Andrews, prize-master, manned her.

15 Nov. 1814 captured schooner Commerce, destroyed her.

Mr. Robert E. Peabody in his admirable little book on the Grand Turk gives a list of vessels boarded by the brig on her 4th. voyage from 8 August-17 November 1814. He misdates the Speculator taken 8 July and used as a cartel.

8 Aug. 1814 schr. Pink, British, captured, burned.

9 Aug. 1814 brig Brothers, British, captured, burned.

12 Aug. 1814 brig Wanderer, prize of Invincible, released.

16 Aug. 1814 brig Charlotte, British, sent to U. S.

18 Aug. 1814 brig Thereze, French, released.

1 Sep. 1814 galliot De Forza Maria, Dutch, released.

2 Sep. 1814 ship Charlotte Heloise, German, released.

3 Sep. 1814 sloop Omnibus, Dutch, released. galliot de Vriendchop, Dutch, released.

4 Sep. 1814 brig Nayade, Prussian, released.

5 Sep. 1814 brig Neptune, French, released. brig Johannes, Swedish, sent to U. S.

6 Sep. 1814 corvette Le Stanislas, French, released.

8 Sep. 1814 brig Speculator, British, released.

13 Sep. 1814 galliot Nieu Hofnung, Russian, released.

14 Sep. 1814 brig Seiallisvoy, Russian, released. brig Melziade, Malta, released. brig Victoire, Swedish, released.

18 Sep. 1814 brig De Afrikan, Dutch, released.

19 Sep. 1814 brig Betsey, London, released.

27 Sep. 1814 ship L'Escaut, French, released. brig L'Eugenie, French, released.

28 Sep. 1814 brig Baltic, British, sent to U. S.

30 Sep. 1814 schr. Syren, Baltimore, on a cruise.

1 Oct. 1814 brig Aurora, British, released.

4 Oct. 1814 schr. La Sophia, French, released.

14 Oct. 1814 ship Andalusia, Spanish, released.

17 Oct. 1814 brig Cossack, British, sent to U. S. brig Three Williams, British, sent to U. S.

22 Oct. 1814 brig Flor de Tijo, Portuguese, released.

26 Oct. 1814 brig Lareto, Portuguese, released.

7 Nov. 1814 schr. Georgiana, British, sent to U. S.

8 Nov. 1814 brig Robert, burned.

14 Nov. 1814 schr. Bird, British, sent to U. S.

15 Nov. 1814 schr. Commerce, British, burned.

The *Essex Register*, issue of April 1815, gives extracts from the log of Grand Turk's 5th. voyage as follows:—

29 Apl. 1815 arrived Grand Turk, Green, master, 4 months out. Captured 3, manned 2, destroyed 1; \$17,500 in specie taken and 180 packages of goods.

15 Feb. 1815 captured brig, Spanish, Joven Francisco, N. Archer, prize master, ordered to the U. S. (Said to have been taken 19 March and sent to Barbadoes.) brig Bird, sent to Boston. Sold \$3,874. schooner Commerce, burned. Arrived Portsmouth 17 November 1814.

Voyage 5. Captain Green. Off Brazil. From Salem 1 January 1815. Prizes:— brig Joven Francisco, re-

taken. ship Active Jane, destroyed. ship Acorn, sent to Salem. Sold \$56,000.

Voyage 6. Captain Austin. Marseilles. From Boston 29 June 1815. Arrived August 1815. From Marseilles 4 October 1815. Arrived Boston 19 November 1815.

Voyage 7. Captain Boden. Havana. From Boston 14 December 1815. Arrived Havana January 1815. Sold in Havana 27 January 1816.

In the Bott Family Papers in the Essex Institute are to be found two documents which are as follows:—

13 March 1813, p. 22. A certificate of ownership of 1/80th. part in the Grand Turk, 309 tons, by Holten J. Breed.

21 June 1813, p. 24. A receipt for the 1st. assessment on 1/2 share @ \$25 from Holten J. Breed by the Agents, William Fettyplace, Joseph J. Knap and Sam Cook.

Items from the Marine News in the Salem Gazette.

1 June 1813 arrived at Portland 27th. ult. brig Grand Turk, 19 guns, Breed. Chased by two frigates and a brig. 30 May arrived ship William (late Gill) Vickery prize-master, captured 4 April by Grand Turk, 220 tons.

8 June 1813 arrived at Portland a schooner, prize of Grand Turk.

2 July 1813 for sale in Boston, ship William, prize, 258 tons.

21 January 1814 arrived 16th. Grand Turk, Holten J. Breed, 3 months out. Prizes:— ship from Quebec. ship. brig, sent to France. brig, ransomed. 2 brigs, burned. schooner, captured off Halifax.

10 June 1814 arrived Portsmouth, Grand Turk, Breed master 4 June. Sailed from Salem 17 February 1814. Took brig Indian Lass, sent to United States 4 March; brig Catharine, sent to U. S. 11 March; brig Thetis, sent to southern port 20 March; sloop Caroline, given up, cargo taken 24 March. Fell in with Catharine re-taken by Bacchus, brig, burned her 28 March. In action with British brig but lost her, 2 killed, 30 prisoners, \$65,000 2 May.

9 August 1814 Grand Turk sailed 5th., Nathan Green, from Portsmouth.

18 November 1814 captured Swedish ship Johannes before 18 November.

23 November 1814 arrived Geogianna, schooner, prize of Grand Turk 22d. John Andrews prize-master.

Items from Marine News in the *Essex Register*.

22 January 1814 arrived 20th. Grand Turk, 3 months out, captured 7 vessels.

14 Nov. 1813 brig Trial, 200 tons, burned.

17 Nov. 1813 ship Wolfe's Cove, ordered to New Orleans.

21 Nov. 1813 ship General Kemp, Jackson, 400 tons, ordered to United States.

22 Nov. 1813 brig Graces, ransomed \$8,000, put on 65 prisoners, ordered for Fayal. brig Minerva, Carey, burned.

21 Jan. 1814 schooner Rebecca, Walker, ordered to U. S.

Two days after sailing chased by a frigate and two brigs but got away.

26 Jan. 1814 8 December 1813 captured brig June, John Horswell, ordered to France. arrived Portsmouth Rebecca.

12 Feb. 1814 22 December 1813 ship General Kemp from Quebec, re-captured and arrived Plymouth, England.

26 Feb. 1814 for sale 1 March, schooner Rebecca, 125 tons, with appurtenances and cargo.

12 Mar. 1814 arrived France brig June, 140 tons.

8 June 1814 arrived 4th. Grand Turk, Holten J. Breed, 109 days out, sailed 17 February from Salem. 21 February 1814 lost main topmast and a man fell overboard, 2 men wounded. 19 March chased 13 hours by a 74 off Maderia. 3 April captured brig Indian Lass, ordered to U. S. 11 April took brig Catharine, ordered to U. S.

In a Diary in the Essex Institute kept by a son of Daniel Wallis of Beverly from 7 March 1813 to 25 July 1813 are the following notes:

29 May 1813 news of Grand Turk having taken 3 very valuable prizes which she had ordered to France. She has arrived at Portland.

30 May 1813 arrived William prize to Grand Turk.

3 June 1813 arrived prize to Grand Turk loaded with fish.

7 June 1813 arrived Portland Grand Turk, Capt. Holten J. Breed, 5 prizes and brought property valued \$65,000.

It is a strange coincidence that the America and the Grand Turk should both have captured, only a few weeks apart, vessels named Apollo and Paragon but the dates make it certain that it is a fact.

Her prize Britannia was registered 5 December 1818, Samuel Tucker master, Stephen White, Joseph White, John Dodge, John W. Treadwell owners. She was libelled and condemned, Certificate of Registry No. 173, Boston, 28 April 1818, dimensions 62'4"-24'11"-12'3", 167-3/95 tons. also 1 December 1819, of Salem, Abiah Wardwell, master, Stephen White, Joseph White, Henry White, jr., John Dodge, all of Salem owners. Libelled and condemned in United States, Certificate of Registry No. 115, Salem, 5 December 1818, dimensions 62'4"-24'7"-12'3½", 197-87/95 tons.

GRUMBLER and GROWLER, schooner, was built by Barker & Magoun "on the Neck" in Salem in 1812. She was soon re-named Frolic, apparently in June 1813. Now and then she was referred to under her old name.

Her Bond No. 541 4 November 1812 gives Samuel B. Graves, master, Nathaniel Lindsay, lieutenant, 175 tons, 90 men, 11 guns, John W. Treadwell, Gamaiel H. Ward, sureties, Joseph J. Knap, Joseph White, jr., Stephen White, Thomas M. Woodbridge, Penn Townsend, Zachariah F. Silsbee, William Manning, Robert Stone, jr., Moses Townsend, Samuel B. Graves, John White Treadwell, Gamaliel H. Ward, owners.

Her Commission No. 719, 10 April 1813 gives Nathaniel Lindsay, master, John W. Treadwell, William Fettyplace, sureties, 175 tons, 70 men, 11 guns, John Rust, lieutenant, Penn Townsend, Moses Townsend, Thomas M. Woodbridge, Stephen White for Stephen White, jr. & self, Robert Stone, jr., Zachariah Silsbee, William Manning, Joseph J. Knap, James Devereux, owners. She surrendered this Commission.

Her Commission No. 721, 15 April 1813 gives William Webb, master, John Rust, jr., lieutenant, 115 tons, 60 men, 5 guns, John W. Treadwell, John Saunders, sureties and another of same date, No. 722 gives Nathan Green, master, William C. Harris, lieutenant, 115 tons, 60 men, 5 guns, John W. Treadwell, John Saunders, sureties, Stephen White for J. W. White, jr., and self, William Silsbee, Moses Townsend, William Manning, Joseph J. Knap, James Devereux, Penn Townsend, Thomas M. Woodbridge, Joseph Ropes, Robert Stone, jr., William Fettyplace, Stephen W. Shepard, J. White Treadwell, John Saunders, owners.

Her Request for a Commission No. 743, 15 June 1813 calls her Growler, Nathaniel Lindsay, master, John Rust, lieutenant, 5 guns, 65 men, owners same as in 719. The Bond No. 743 of same date gives Nathaniel Lindsay, master, William Fettyplace, John White Treadwell, sureties, Stephen White, Joseph White by Stephen White atty., Zachariah F. Silsbee, Moses Townsend, William Manning, Joseph J. Knap, Penn Townsend, Robert Stone, jr., James Devereux, Thomas M. Woodbridge, Nathaniel Lindsay, William Fettyplace, John White Treadwell, owners.

Her Commission No. 753, 12 July 1813, calls her Frolic, John Odiorne, master, Samuel Webb, jr., John W. Treadwell, sureties, 60 men, Stephen White, Joseph White, jr., by Stephen White, atty., Joseph J. Knap, by Penn Townsend, Moses Townsend, William Manning, James Devereux, Penn Townsend, Joseph Ropes, Robert Stone, jr., Stephen W. Shepard by S. Webb, jr., James Odiorne, John Saunders, J. White Treadwell, William Fettyplace, owners.

Her request for a Commission, No. 844, 16 November 1813, John Odiorne, master, William Dennis, lieutenant, 9 guns, 60 men, gives Joseph Whittredge, Joseph J. Knap, Penn Townsend, Stephen White, William Manning, James Devereux, Moses Townsend, Robert Stone, jr., Stephen W. Shepard, Thomas M. Woodbridge, William Silsbee, William Fettyplace, owners. Her Commission No. 844, of same date gives John Odiorne, master, Samuel Webb, jr., John W. Treadwell, sureties, 60 men, Joseph

White, jr., Stephen White, William Silsbee, Joseph J. Knap, Moses Townsend, William Manning, Penn Townsend, Thomas M. Woodbridge, Robert Stone, jr., Stephen W. Shepard, William Fettyplace, John Odiorne, Samuel Webb, jr., J. White Treadwell, owners.

The Diary of Reverend William Bentley, vol. 4, notes "The Privateer Growler and one or two privateer boats have sailed within a few days. It is thought that the late decision of Judge Story in regard to licensed vessels encourages this enterprise. (Benjamin Upton is mentioned as master 4 November 1812 but it would appear did not serve.)

In an account book of James Devereux at the Peabody Museum the owners given were Stephen White, Joseph J. Knap, Moses Townsend, Robert Stone, jr., Thomas M. Woodbridge, William Manning, Zachariah Silsbee, Penn Townsend, on her first cruise, on her 2nd. cruise the same with S. W. Shepard and James Devereux added. Assessments for her 3rd. cruise were being paid from 11 February 1813 to 21 April 1814. From the Custom House papers it appears that on 12 October 1812 John Kehew was her master.

Her Log book in the Essex Institute collection begins 15 July 1813. From this we get the following items:—

25 July 1813, Boarded the Swedish brig Adolph, Luce master, permitted him to proceed.

30 July 1813, Boarded the American ship Grotius of Portsmouth, owner Thomas Sheafe of the same, put on a crew and sent her to the nearest port. Boarded the brig Reio da Pedro, Portuguese, permitted him to proceed.

5 Aug. 1813, Boarded the barque Reprisal, Hugh Ramsey, master, burned her.

6 Aug. 1813, Boarded the brig Friend, William Thorne, master, burned her, Nineteen prisoners put in boat of Friends with provisions and ordered her to Louisburg.

7 Aug. 1813 Boarded brig Betsey, Thomas Hair, master, burned her.

9 Aug. 1813 Boarded galliot Guttle Hofnung, scuttled her, near St. Paul's Island.

10 Aug. 1813, Boarded brig Jane Gordon, 8 guns, 9s., 20 men, burned.

11 Aug. 1813, Boarded brig Ocean, John Huddleston, master, was chased away by a gun brig, but held captain and several men.

12 Aug. 1813, Boarded schooner Hunter, John Farris, master, sent her as a cartel.

29 Aug. 1813, Boarded schooner Lively, of little value, released her. Boarded schooners Vigilant and Robert and Susan, Thomas Hillcoks, master and schooner Enterprise, Kennedy, put crew on last and released the others.

14 Sep. 1813, Anchored in Portsmouth, N. H.

She had been on an earlier cruise since Doctor Bentley records 13 May 1813 "Returned to port Frolic, formerly Growler." There is chance of some confusion in regard to this vessel as Bentley says that another of the name "lately built" sailed from Boston 18 February 1814 on her first voyage. She was reported captured 10 May 1814 and is said to have been built in Charlestown. Bentley says "Daniel Shane died of his wounds 22 November 1812, from the bursting of a gun on board the privateer Growler." He also reports her in port 29 March 1813 and on 13 May 1813 "Returned to port the Privateer Frolic, first called the Growler." She had been out about 7 weeks when she returned to Portsmouth about 14 September 1813 which is borne out by her log. Bentley's summary of that voyage was, as to prizes, 10 vessels, 1 ship, 1 barque, 4 brigs, 1 galliot, 3 schooners. One arrived, 1 re-captured, 1 ashore, 1 cartel, 1 ordered in 5 burned.

Maclay states (pp. 412-3) the Growler, Captain Lindsey sent into New London the ship Arabella and also took a brig which she released. Likewise the schooner Prince of Wales and the brig Ann and on 7 July 1813 was captured by the 18 gun sloop Electra off St. Peter's after a chase of six hours. Now it will be noted that Lindsey was master of the Salem Growler on 15 June, yet although 'captured' 7 July according to her log she sailed on a cruise 15 July of that year. We have her own testimony that she safely returned 14 September.

It will be of interest to compare the Marine News found in the *Salem Gazette* in view of this tangle.

11 Nov 1812, Sailed Growler, Grave master. (Samuel B. Graves.)

4 Feb. 1813, Arrived N. London ship Arabella (sic ? Annabella) 350 tons, 8 guns, captured by Growler in action 45 minutes and had previously taken and released a schooner.

26 Feb. 1813 Arrived Salem, Growler, S. Graves, master, 15 guns at Holmes Hole. Had sent in a ship to New London and had also taken the schooner Prince of Wales which she released. The brig Ann was sent to Salem and she (Growler) was in action with a brig, 14 long 9s., which escaped. Graves lost his left arm in action a few days before for seven hours with a brig which escaped about 21 February. He boarded a Portuguese brig in distress, took off the crew and \$12,000 and abandoned her at her captain's request.

9 Mar. 1813, Brig Ann arrived at Marblehead, captured 80 days since by Growler, Graves.

12 Mar. 1813, Brig Ann arrived in Salem.

22 Mar. 1813, Arrived ship Annabella, prize of Growler, sold in New York.

4 May 1813, Sailed with Jefferson after Liverpool Packet but did not find her.

13 May 1813, Arrived Frolic, Greene.

18 May 1813, Arrived Growler, Lindsey, no prizes, chased by a gun brig, threw over 8 guns, 15 May chased by a frigate.

17 Sep. 1813, Arrived Frolic, Odiorne, master, Portsmouth, from 7 weeks cruise.

21 Sep. 1813, Arrived schooner Frolic.

10 Dec. 1813, She ran on Pig Rocks (off Nahant) but got off, slight damage.

27 Dec. 1813, Sailed from Portsmouth.

2 Jan. 1814, Sailed (? from Salem.)

7 Feb. 1814, Traveller, prize of Frolic, arrives at Squam.

11 Mar. 1814, Frolic, Odiorne, 28 days out, was captured by a gun brig, taken to Bermuda. Had captured a schooner Traveller (later arrived); 14 January 1814, schooner Encouragement, upon returning her boat capsized and Captain John Greene and three others drowned. 17 January captured a sloop, sent her to St. Thomas with prisoners.

In the absence of other evidence it appears plain that the vessel captured 7 July 1813 by *Electra* was not the *Salem Growler* and that Maclay was in error in so stating. Could her earlier log be found it would clear the matter up. The *Growler* surrendered a Commission, No. 719 granted at Salem, Nathaniel Lindsay, master at an unknown date, at Salem. This is found on a list of Surrenders 1812-1815 among the Custom House papers but other evidence of this Commission has not been found.

The *Essex Register's* notes were:—

25 Feb. 1813, arrived *Growler*, 11 guns, Graves master from a cruise of 102 days and quotes from her log:—

27 Nov. 1812 captured the schooner *Prince of Wales*, given to crew.

5 Dec. 1812 in action with the brig *Annabella* (sic ? *Arrabella*) Clark of London, 12 guns. (She arrived in New York.)

18 Dec. 1812 captured the brig *Ann*, Robertson, from Liverpool for Nassery (sic ? Nova Scotia.)

11 Jan. 1813 in action with a brig but being short of shot left her.

2 Feb, 1813 captured a brig but lost her. Graves' arm broken and amputated, Michael Veal and one other killed.

7 Aug. 1813 arrived in Boston the 6th. the ship *Grotius*, Sheaffer of Portsmouth, (England) 47 days from London. On 28 July was boarded by *Frolic*, Odiorne, which put on board David Vegas prize-master. *Frolic* had made no other captures.

3 Sep. 1813 For sale sails, guns &c. of *Growler* in Salem and Marblehead.

11 Sep. 1813 arrived *Frolic* in Campden Tuesday week last out about 2 months, no prizes, fitting out for new cruise.

15 Sep. 1813 *Frolic*, Odiorne, arrived at Portsmouth, 7 weeks out.

Quotes from her log:—

30 Jul. 1813 captured ship *Grotius* which has arrived.

5 Aug. 1813 captured brig *Enterprise*, burned.

7 Aug. 1813 captured brig *Friends*, burned.

8 Aug. 1813 captured brig *Betty*, burned.

9 Aug. 1813 captured galliot Gutte Hoffnung of Portsmouth, England, burned.

10 Aug. 1813 captured brig Jane Gordon, run ashore and burned, 8 guns, 20 men.

11 Aug. 1813 captured brig Ocean of Whitehaven, recaptured.

12 Aug. 1813 captured schooner Hunter, used as cartel.

29 Aug. 1813 captured schooner Enterprise, ordered in.

30 Aug. 1813 captured schooner Susan, given up. captured schooner Vigilant, given up. parolled 53 prisoners.

18 Sep. 1813 arrived 17th. instant Frolic, Odiorne from a cruise, last from Portsmouth.

Captain Odiorne was informed by the Captain of a prize that Growler of Salem had taken a prize, an English brig and burned her and the same day, being land-locked, was captured by Electra a gun brig and that Captain Lindsey and Captain Rust of Growler were at St. Johns on parole and the crew were sent to Halifax. A St. Johns paper of 15 July states "Arrived Sunday last schooner Growler, Lindsey, of Salem, captured by H.M.S. Electra near St. Peter's Island. Threw over 9 guns in chase of 60 minutes. She mounted 5 guns when she left Salem. (Doubtless four were prizes.)

8 Dec. 1813 Frolic, Odiorne, on Pig Rocks (off Nahant) 3d. instant, got off.

1 Jan. 1814 Frolic sailed for Portsmouth 5 days since.

15 Jan. 1814 Frolic paid off Saturday at Portsmouth, will be broken up.

6 Mar. 1814 For sale 17th. hull and cargo of schooner Traveller, 138 tons, English built, now at Squam, captured by Frolic, John Odiorne.

3 Dec. 1814 British schooner James taken by Saratoga and again retaken, was formerly the privateer Growler of Salem.

Twenty-four hours after the above was written and after long search of all available sources the following material was located upon the issue of the index to the Historical Collections of the Essex Institute for the preceding year, volume 77. It goes to show how difficult it is for the researcher to be certain that he is giving all possible facts and information upon his subject.

This, which will be quoted in full below, clears up, in part, much that was very puzzling about the Grumbler, Growler and Frolic and, with what has been gathered from other sources, proves that there was a schooner Growler in 1812 and that in 1813 a new vessel was projected, to be called the Grumbler but that this name was at once discarded in favor of Growler and three months later again changed to Frolic as is shown by her Commisison of 12 July 1813.

The Frolic which sailed from Boston 18 February 1814, being then "newly built" at Charlestown had the brief career of 28 days when she was taken by a gun brig on 18 March 1814 and sent to Bermuda. The former Frolic 'paid off' 15 January 1814 "to be broken up." On 3 September 1813 Growler's sails, guns and appurtenances were advertised for sale at Salem and Marblehead. On 3 December 1814 the Growler of Salem appears to have been still afloat as she had been taken by the Saratoga and recaptured but who took her is not stated.

MEETING of the OWNERS of PRIVATEER GRUMBLER, 1813.

At a meeting of the owners of the new vessel building by Barker & Magouns, on Tuesday 9th 1813 Moses Townsend Esqr Moderator S. White Secretary

Voted That the said vessel be coppered with the lightest copper, to 8 feet aft, and 4 feet 6 or 8 inches forward

Voted That we choose three agents for said vessel

Voted That Mess Penn Townsend Jos. J. Knap & William Fettyplace be the said agents

Voted That the said Agents be allowed Two per cent for their services on the amount of the cost of said vessel and outfits

Voted That the said vessel be named the Grumbler

Voted to adjourn to Thursday evening at 7 OClock at this place when we do adjourn

Voted That there be an assessment made by the agents of one hundred Dollars on each thirty second part

Voted That the agents fix the value of all materials that may be used for the Grumbler that formerly belonged to the Growler

Voted to Adjourn

Thursday February 11th 1813 Met according to adjournment

Voted to proceed to the choice of a commander by ballot

On balloting Capt Penn Townsend was elected- - -

Voted to adjourn until tomorrow evening at 7 O'Clock

Friday February 12 1813 A meeting of the owners pursuant to adjournments

Agents reported that Capt Townsend declined accepting as commander

Voted To proceed to the choice of a commander

On balloting Capt William Webb was chosen

Voted to adjourn until tomorrow evening at 7 O'Clock

INSTRUCTIONS TO MASTER OF THE PRIVATEER ARMED SCHOONER

GROWLER, 1813.

Capt. Nathl Lindsay
Sir

Salem, April 22nd 1813

Having appointed you commander of the private armed Schooner Growler, now ready for sea & fitted for a cruise of four & a half months, our Instructions to you are, to proceed to sea the first favorable opportunity, & Keep near the Eastern shore until you are as far to the Eastward as Mount Desert, thence you will proceed to the Southward & Eastward as far as the Southern part of the Grand Bank where you will cruise off and on the Bank for twelve or fifteen days in order to intercept the Enemy vessels bound from the West Indies to England....you will then proceed in a direct course for the Island of Palma & thence northerly, & cruise between the Canary & Madeira Islands, where we expect you will be fortunate enough to make up your cruise.

Should you be driven from this ground you will proceed Southerly & cruise between the Canary & the Westernmost of the Cape de Verde Islands.....

You will order your prizes for the first American port & give your prize masters orders to avoid if possible the large seaports....We think the chance of getting into some of the ports to the Eastward of Wiscasset will be pretty good, but it is possible the ports in this Bay as well as the Southern ports will be closely watched by the Enemy this summer....At any rate the danger of recapture will

be great, you will therefore give your prize Masters *positive orders* to make for the first port & inform us immediately of their arrival, to secure the property & wait further instructions.....

If you capture any vessels loaded for Fish either in Bulk or in hhds you will order them for the first port in France, after having taken out all the Crew & replacing them, so as to conform as near as possible to the original Crew,.... by this & proper managements in the prize masters, the vessels may pass as English until their arrival near the Coast of France. We shall appoint the house of Messrs Hottenguer & Ce of Paris to assist your prize Masters in the management of their business & the sales of the property, & as an encouragement to the prize Masters who may go to France, we will allow them a Commission of two & one half per Cent on the net proceeds of the property, if they conduct in a proper manner

In the captured vessels you may order for the United States you will send home the Captain or one of the principal officers, *and all the papers relative to the vessel & Cargo, sealed up*, & to prevent the Enemy from getting any information from you, it will be advisable to destroy all English vessels, which may not be of sufficient value to man out, taking good care of the prisoners & all the papers, relating to the vessel & Cargo, & should you be under the necessity of releasing any Prisoners of War, you will take their parole....promising *not* to serve against the United States until regularly exchanged....

You will *not* trouble American vessels, on account of their having licenses, as we may thereby incur much trouble & expence, neither will you man out any vessel belonging to a Friendly power, unless you are *perfectly* certain, that they have on board enemies property sufficient valuable, to make it an object to send her in for trial.*Valuable* goods might be taken out of an English vessel, if they actually belong to an English subject & the papers accompany them, but Enemies property cannot be taken from a neutral vessel, until it be regularly condemned....You will observe, that your instructions from the Secretary of State, forbids any depredations on land, & you will avoid every Act, which may Cause a forfeiture

of our Bonds, or be dishonorable to the American Character.....Your prize signal will be an English flag, on the starboard steering Boom, at the foreyard....& your own signal will be hoisted forward when you approach this harbour, & at sea in particular instances which we shall explain to you verbally.....

Wishing you health &
a successful cruise we are
Your friend & obt servts.....

Jas Devereux}
Wm Fettyplace} Agents

If you should be captured.....destroy these orders.....
You will report your vessel at sea, to be the *General Boyd*
.....Bailey of Portland.....The Course we have pointed
out for you to get upon your cruising ground we conceive
to be the best.....Should you obtain any information
which may induce you to deviate from it, you will of
course conduct in the safest manner for the preservation of
your vessel, & in many instances you will have to exercise
your Judgment & conduct as circumstances may require..

Valuation of Growler's prizes is not given in the Custom
House list 30 January 1813 nor are there any for Frolic
but her agent Zachariah Silsbee turned in to the Collector
from 1 July 1812 to 28 June 1813 \$53,659.86.

(To be continued)



GEORGE SAVARY WASSON

1855 - 1932

GEORGE SAVARY WASSON,
ARTIST AND WRITER, 1855-1932

BY FANNIE HARDY ECKSTORM

"Pennyfeather took another book from the shelf behind him and turned to the back. 'In this book—'

"'What is it?' I asked.

"'It's called *Sailing Days on the Penobscot*', he answered. 'By George S. Wasson and Lincoln Colcord. Wasson died only a few years ago—a great old man. He was a painter until his eyes began to fail. It was then he took up writing—or so I've been told. He wrote *Home from Sea* and *Captain Simeon's Store* and *The Green Shay*. All out of print now, but still the most authentic Maine stories ever written, though old-fashioned in some respects. He wrote this *Sailing Days* before it should be too late, and Lincoln Colcord compiled the appendix, from old Customhouse and other records....'"¹

"The most authentic Maine stories ever written"—meaning of course coastwise stories of ships and sailing. Van Wyck Brooks missed a point when among the later New England writers he failed to star the name of George Savary Wasson. A full decade has passed since the door of Time shut behind him; but a man whom William Dean Howells, Bliss Perry, Mark Twain, Henry James, Edward Markham, Sarah Orne Jewett and her sister Mary sought out to thank and praise should not be negligible today. Well as I knew George Wasson for many years, I cannot recall his ever mentioning as acquaintances any of these writers except Mr. Howells, who was his next neighbor in summer, and Professor Perry, who was his friendly editor. It was largely his own choice to remain unknown. The younger generation, who love the life along the Maine coast and the ways and sayings now fast passing, which Mr. Wasson recorded so well, must discover him for themselves.

There have been three masters of the New England

¹ *The Prejudices of Mr. Pennyfeather*, Donald Moffat (Little, Brown and Company, Boston, 1938), p. 270. By permission of Little, Brown and Company and The Atlantic Monthly Press.

idiom, Sarah Orne Jewett, George Savary Wasson and Roland E. Robinson. The racy, flowing vernacular of these three, themselves a part of their own pictures, seems so artless, yet meets so fully the demands of art—competency of handling, significance of details, accuracy of facts, freedom from affectation, harmony, melody—that serious students of dialect seem not to have realized how it qualifies as source material for their studies. There is no chic-ing, no faking; the word, the phrase, the grammar are free from the alloy of bookishness or of spurious invention. The characters do not break from homely speech into pedantic English and a vocabulary alien to them; when they need to rise above the rustic level, there is always the King James version of the Bible in which to phrase their thought.

Though Miss Jewett and Mr. Wasson lived in towns almost adjacent, her characters speak Berwick English, his "talk Kittery Point." His is the speech of men bred to the coast and the sea. When in "The Chanteyman," he says, "the wind backened plumb into the no'theast," we know that James Russell Lowell would have had his pencil out taking notes, and "backened" would have gone in with archaic survivals, along with "lengthened," "blackened" and our dressmaker's "piecened." When the same character-speaker is "in hopes the fog would scale so's we'd git holt of the light on the Shags," he is saying more in his "gittin' holt" than that he hopes to sight a lighthouse. To the yachtsman caught in a pea-soup fog on broken ground, not sure of his course, perhaps lost, that "gittin' holt" of the lighthouse gleam or the tolling of its fog-bell, means hope instead of despair. This is what cannot be "picked up" by the stranger who is looking for local color—either you know this manner of speech or else you don't, either you speak as the men alongshore speak or you sense their covert amusement at your bad imitation. But George Wasson was accepted by all fishermen and sailor men as one of themselves, and his easy narrative in their vernacular is as effortless as the tide, flowing smoothly yet not monotonously along the course of his recital, fitting both the speaker and the occasion. It is the speech of Kittery Point a generation ago, different in many details

from the lingo farther down east, yet likely to be encountered locally in spots where more than a century ago emigrants from Old York drifted to the eastward. The student of folk-lore, phonetics and dialects cannot afford to ignore such stories as these by Mr. Wasson, merely because they are admirably written. In the transplanted survivals of old words and older superstitions which he records in Maine are rich materials for the folk-lore student who knows the genealogy of the region and the emigrations of the offspring. The conscientiousness of the writer gives his work this secondary, though lasting, value over and above its literary merit.

It is almost a truism to say that most painters can write well: an art school is better than a college for training writers. Booth Tarkington, Joseph Hergesheimer and Robert W. Chambers studied art with the intention of becoming painters, and their art training was evident in their work. Mr. Wasson's advantage over them was that in addition to the training, he enjoyed success as a painter, so that from the beginning of his writing he was a finished craftsman in short story work. (Roland Robinson was also an artist before his blindness). What George Wasson imagined, he visualized clearly and in perspective, with his foregrounds, backgrounds and middle distance in proportion. He knew where to place his high lights. There is not much color in our year-round New England coast, but Mr. Wasson knew values as well as color and could get his effects in black and white. The melody of his writing was probably due in some degree to his habit of having his big music box playing when he wrote. His masterly sketch, "The Rote"—(the "rote" being the sound of the surf upon the shore)—was written to Strauss' "Artist's Life Waltz," played over and over again. In phrase and scene, which are very closely wrought together, the tale is harmonized to the story of the apparition of the aged fisherman, which was seen by several who knew him, just before his body was washed ashore after the great wave broke on the deep ledge known as "Old Aaron." Those who have sailed among the jagged reefs of our Maine islands, who have seen "The Thumper" outside the Cranberry Isles, for example, break in a heavy sea, when it

looked as if the whole ocean was rising to the sky before it pounded down in a smother of white foam, will appreciate that description of the sea breaking upon "Old Aaron."

It was not being an artist that made George Wasson a writer. That only provided his training: his qualities were innate. His father, Rev. David A. Wasson, was a Unitarian clergyman who is still esteemed as a thinker, writer and preacher. His uncle, Rev. Professor Daniel S. Talcott, was a notable scholar. Among a pile of books destined for the paper mill, I myself once found (and preserved) an Arabic Koran which contained his name and on the flyleaf, with a date, "finished reading this for the third time today." It was said that he could read twenty different languages—but his own modest qualification of this was, "With the aid of a dictionary." Less bookish than his brother-in-law, the Rev David Wasson was more vigorous and outstanding as a thinker. He came of the old stock of deep-water captains of Brooksville, Maine, men of action. "I had the unspeakable advantage of being well born," he wrote in his brief autobiography. Physical disability limited his action, but in his soul he walked the quarter deck. He was a wise, kind, affectionate and learned father, who educated his son without insisting upon disagreeable unessentials or demanding submission to the social code of his early environment. It is noteworthy that any boy brought up as George was could have escaped going to college.

George S. Wasson was born in Groveland, Massachusetts, August 27, 1855, but his childhood was spent in old Concord at the time when the Emersons, Alcotts and Hoars were prominent. The Wasson family lived in the old Thoreau house and George could remember when Henry David came to fix the pump in the kitchen sink—a plain, dark man, with a rugged face, of whom he stood a little in awe. Emerson and Thoreau, though acquaintances, were not intimates but Colonel T. W. Higginson was a warm family friend. Yet with such antecedents, surroundings and incentives to study, young George Wasson did not become a student; life called to him rather than books. His ancestry had in it too many blue-water

captains, there was too much pioneer blood in the family, the Civil War was too distracting to let him settle into a scholar's routine. The removal of the family from Concord to Medford, Massachusetts, where shipping was talked about and boats were procurable and his comrades were boys who loved the water, brought out the seafaring instinct which in his father had been submerged by invalidism and study. Here in West Medford, where he lived until after his father's death in 1887, George Wasson formed the friendships of his youth, particularly that with the late George Hatch, whose death a year before his own terminated a comradeship of more than sixty years. Here he learned to handle boats and how boats were built.

Whether his choice of painting as a profession was deliberate or was the result of living in Germany is uncertain; but when George was in his eighteenth year his father, hoping to improve his health, decided to go to Germany and took his son with him to Stuttgart, in Wurtemberg, where they remained for three years. Here George studied painting under Professor Funk. The art atmosphere of Germany in the seventies was not inspiring, and I have heard Mr. Wasson regret that he had not been trained in a different school; yet somewhere, somehow, he learned to paint. His membership in the Paint and Clay Club of Boston, after he came home, was perhaps the best part of his art education. This was a lively group of young men, ambitious, hopeful, helpful and unsparing in their criticism of one another's work. At that time painting could offer a livelihood, and wood engraving, magazine illustrating, portrait painting and wall pictures were all in demand. In seeking a specialty in pictures which would sell, Mr. Wasson happily followed his bent for the sea and took up marine work.

It was probably about this period that Mr. Wasson for a time had a studio on Washington Street in Boston. I should not recall this but for a little incident over which he chuckled when reminded of it by a still life in his dining-room in Bangor. It was a masterly oil painting of a red-breasted merganser, hung up by one foot, its shaggy green head and red bill pointed downward. After



some days of work upon the picture, he finished the canvass late one Saturday afternoon in the holidays, and in his haste to redd up the studio for the week-end and to dispose of his model, he opened a window and threw it out. Washington Street was then in the heart of the shopping district and at that season and time of night was crowded with a surging stream of people. He always wondered upon whom the carcass of that over-ripe duck descended and what was said.

Another incident that I remember was an adventure in the old Fitchburg Railroad Depot in Boston. This was a medieval-looking stone building with grey, eight-sided, stone towers upon its front corners. The public was permitted, if it pleased, to climb the towers and view the city. George Wasson chose to do so when the wind and weather were inclement, and either he took no note of time while studying the sunset, or else he was unaware of the regulation which closed the roof of the towers at night, for when he wished to leave he found the door to the roof locked. A cold fall night there would be one of hardship. He shouted over the parapet, but no one looked up. No one knew he was there. No one would come there for many hours. The situation called for all his wits. In his pocket he found a long, strong string, perhaps a fish-line. He was wearing tall, high boots which were pulled on by a stout strap on each side of the top. Taking off one of his boots, he tied the string to the strap and lowered the boot over the street. An empty boot, dangling head high over the sidewalk, made even hasty commuters look up. His shouts were heard, reported, relayed to the official with the key and the prisoner in the tower was released. The incident became the basis of a story in the old *Youth's Companion*.

Mr. Wasson made good at his painting and on November 22, 1885, married Miss Amelia I. Webb, of Great Deer Isle, by whom he had two fine sons, David, a promising young writer, and Lewis, a graduate of Annapolis and an ensign in the Navy. The family lived in Medford until about 1888, when they removed to Kittery Point, Maine. In 1916, both sons having died, they came to Bangor, with their devoted daughter-in-law, Mildred Wasson, the novel-

ist, David's widow. Here Mr. Wasson died April 28, 1932, leaving no descendants. His age, seventy-seven years.

From the time that George Wasson became a marine painter, he was never without a boat. In 1876, he bought the *Gulnare* and sailed her from Medford. When he moved to Kittery Point in order to be nearer the sea and the ships, he had the *Bonnie Doon*. She was followed by the *Lorna*, a beautiful sloop which he sold to Mr. W. Stanley Burgess, the boat designer, upon moving to Bangor. But even in Bangor, George Wasson was not contented without a boat and he had Cobb Brothers build the *Wave Crest* from his own hand-carved model. She was put together under his own eyes, of the best of white oak, with copper nails only and every part found for staunchness. He kept her at Castine, where he passed his summers and when no longer able to enjoy a stiff breeze and a reefed mainsail, he drifted about the bays where his ancestors had settled long before. Then, when unable to sail, he painted and puttered about her. A boat was his first love.

George Wasson was exclusively a sailing master. He might use a motor boat for business, but an auxiliary motor was anathema to him. He matched his own skill against wind and tide, and residents of Portsmouth and Kittery will remember him sailing alone in the *Lorna* in the harbor or far outside. From Great Boar's Head to York Nubble he knew everywhere the set of the tide and the sunken rock; he knew the sudden squall that made him cast off his sheet and drop his mainsail with a run, the blanket of fog that closed in murkily and shut out all his bearings, the change of wind that cut him off from his desired harbor for the night, the current which in a calm would carry him too near the dangerous rocks he would avoid—whatever he speaks of in his stories he had experienced in his cruising. No one could have written that matter of fact account in "The Sea-Glin" of trying to make Townsend Harbor from Rockland when a storm was brewing to the eastward unless he had been over the course himself.

All this practical experience of the sea was what George Wasson used in his painting and in his writing. No one

can paint a vessel well who does not know the part of her that is under water. Mr. Wasson knew every timber in the vessels he drew, the cut a sail should have and just how the wind from a certain quarter would fill them on a given course. He could not have painted a pennant flying in one direction while the sails filled from a contrary quarter; nor, like the lady who is a classic example, a vessel with a bowsprit at each end, because, while she was at work, the craft had swung round at her mooring. Now that the days of the sailing vessel are over, for information upon details one must go to pictures made by men like George Wasson, whose technical knowledge made his work trustworthy. He did not paint pictures of large ships under full sail, the high-stepping square riggers with rigging like lace-work, such as were done to captain's or to owner's orders. Instead, he preferred some little pinky, riding like a seagull with its wings trimmed up behind; some blunt-nosed old down-easter with a deck-load of cordwood; a lime schooner, or a hay-carrier, piled so high with baled hay that her canvass was double-reefed in the fairest breeze; a little, old brig, or a topsail schooner lying to under jib or reefed foresail—just what one saw every day in every harbor of the Maine coast. His specialty was pictures of wrecks. For years before there were roads close to the coast or any transportation except by horses, if a vessel was driven ashore at any point between Great Boar's Head and York Nubble, whatever the weather, George Wasson might be there sketching the wreck and the sea as he saw it in the storm. Many were the canvasses he painted of the last days of good craft driven upon the sands or cast up upon the rocks, often with loss of lives. Only the life-saving service knew the disasters of the coast as he knew them, and few of the coast guard could have had as much experience. So well known were these pictures that it became the fashion to own at least one of young Wasson's marines.

With the close of the last century, the vogue of wall pictures diminished and the merchant marine decreased in numbers; there were fewer subjects to paint. While still in full possession of his eyesight, which never entirely failed, Mr. Wasson under the urge of economic

changes, turned to writing. He was fully equipped with material to use and with a surplus that had been unpaintable—all the quaint phrases he had heard, the strange tales he had listened to, the lore of the weather and of the supernatural that had been discussed in sail-lofts and boatshops, on wharf-ends and over lobster-pots and fishing-gear. He was loaded to the gunwales with the superstitions of the fisher-folk, who had adopted him as one of themselves. "The Tetchin' of the *Vesper*" tells of their wonder at the beached craft which stood upright on her keel, unsupported, over a full tide; "Heavin' the Project" narrates the way Aunt Polly Belknap commercialized her power to sell favorable winds to sailors; "The Witch-Bridle" is the story of an old superstition of men who were hag-ridden by "them old ancient women-folks." Reading these stories we get a peep-view into centuries back, when the invisible world haunted and enshrouded the minds of our early immigrants. Some of the beliefs may have been very local. The only time I have found the witch-bridle in Maine was among the descendants of that first John Libbey, who settled on Scarboro Marshes and whose descendants moved eastward to Penobscot and Machias.

Though they are so local, Mr. Wasson's writings are wholly impersonal. Even the names of places are disguised, as when York Nubble at the end of Cape Neddick is called "The Bowl of the Ladle." All personal names are frankly fictitious—Gasket and Futtock and Grommet, Windseye and Haultight and Roundturn. There are no portraits of individuals, nothing to make old neighbors regret that they had given him their confidence.

One side of George Wasson was known only to his intimate friends; few others mistrusted that he was a humorist and a caricaturist of quality. It is said that in his youth his "take-offs" of pictures at the Paint and Clay Club were irresistibly funny; yet he never but once appeared as a public cartoonist. The one remembered exception, "A German trying to pronounce *th*", which was in a *Harper's Magazine* of long ago, is almost as well remembered as A. B. Frost's "Our Cat takes Rat-poison." Among his friends, Mr. Wasson was always showing some comic sketch or bit of pleasantry. His sketch book "Beau-

tiful Willoughby Spit," commemorating a dreary winter spent in a milder climate, convulsed all who saw it. As a sample of the way he worked off fits of the blues, the following communication may be cited because it is the one most easily available. The accompanying undated note was postmarked March 4, 1923, the end of an exceptionally hard, cold winter in Bangor.

"Sunday p. m.

"Dear Cousin Fannie—,

I have a nawful cold on me, but I think I shall feel heaps better after getting rid of the enclosed.

Yours for Good Old Bare Ground,
Geo. S. W."

The "enclosed" were a comic "Design for a New City of Bangor Shield," appropriate to the severe winter, and this "Near-tragedy," neatly worked out in letter-print on a single sheet of paper. Its point lies in remembering the literary criticisms of the day and that this was in prohibition times when "private stock" was jealously guarded.

"The Magnificent Simplicity, the almost Uncanny Subtlety and Dramatic Force of *Applejuice* amaze and overwhelm. I regard it as marking an Epoch in the Dramatic Art of this country."

Amy Lowell, in *Atlantic Monthly*.

APPLEJUICE

A Near-Tragedy in One Act.

Characters:

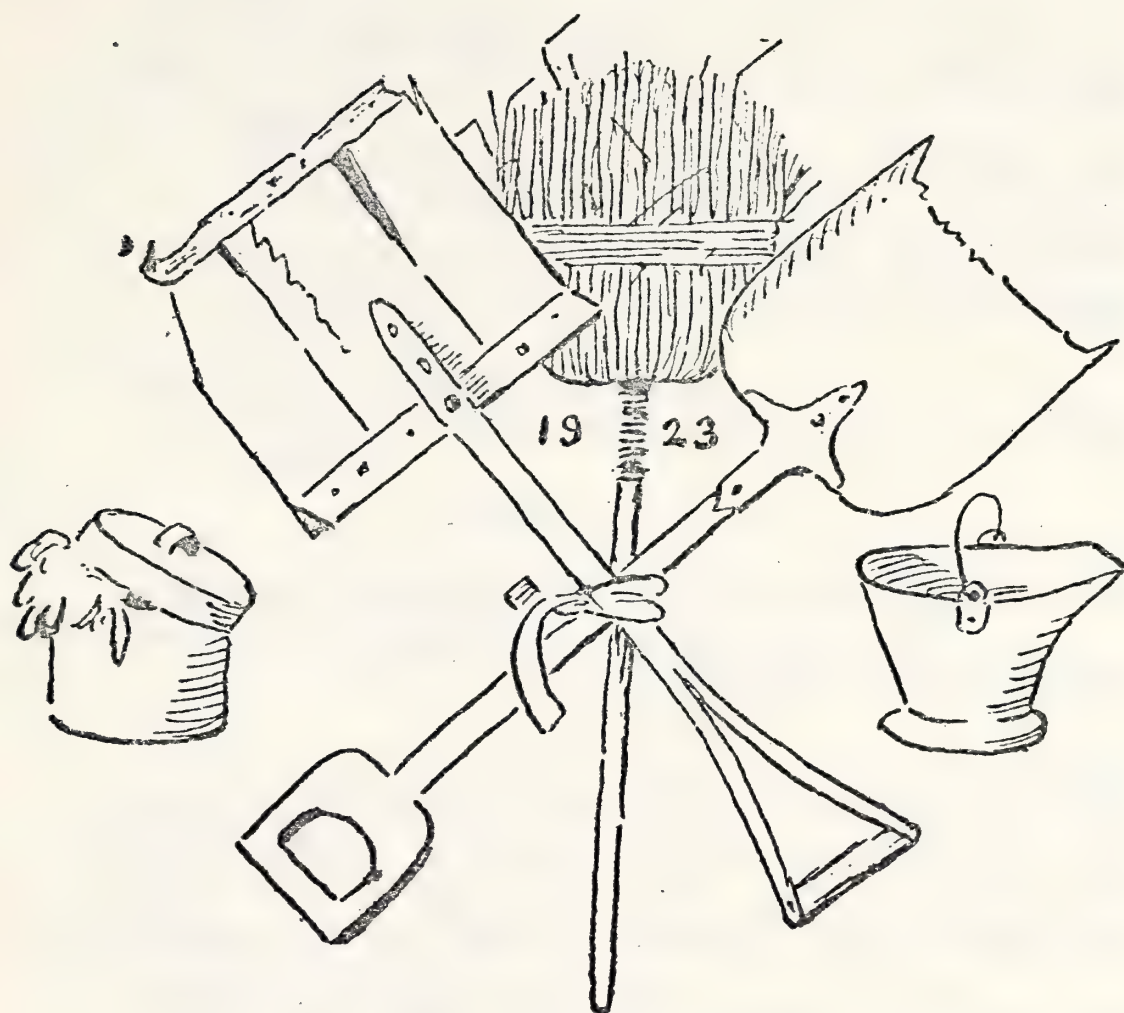
John P. Jones. A Farmer of Meddybemps, Maine.
 Joel P. Smith } Neighbors of John P. Jones
 Jabez P. Brown }

Scene: Woodshed of John P. Jones.

Time: The Present (with just a Touch of the Future.)

John P. Jones Discovered grinding an Axe near small cob-webby window. Left stage, a rough Box, on which stand a Stone Jug and Tin Dipper. Enter Joel P. Smith and Jabez P. Brown.

Joel P. Smith. (Raising Jug to his ear, and shaking it.)
 "Dreened, I swan to Man!"



MOTTO:

"Full Garbage Pail.....Empty Coal-Hod."
(frozen)

Design for New City of Bangor Seal.

Jabez P. Brown. (Also raising Jug to his ear, and shaking it.)

"Ain't that Hell, now?"

John P. Jones. (Advancing with Axe in Threatening Manner.)

"Hell, is it? I want to know! You fellers take and beat it home, and fetch over a Jug o' *yourn* once in a while will ye?" Chases Joel P. Smith and Jabez P. Brown from Woodshed, and resumes grinding Axe.

John P. Jones. (Soliloquizing)

"Them two come nigh being jest only a coupla Tanks."

Curtain.

"Strikes the whole Gamut of Human Emotions in a few dozen Burning Words—This, this is Art!"

—Carl Sandburg, in Yale Review.

This is only what lies near at hand; but when Mark Twain, after reading "Rusticators at the Cove," in *Capt. Simeon's Store*, pronounced it "the funniest story I ever read," we have high authority for saying that George S. Wasson might have been a humorist as well as being a good painter and short story writer.

The books which made Mr. Wasson's reputation were *Cap'n Simeon's Store*, *Home from Sea*, and *The Green Shay*, all printed while he was living at Kittery Point. The death of his two fine sons, his removal to Bangor and the disturbances of the World War broke the thread of his literary work and for years he published nothing. Hardening of the arteries began to dim his eyes and to make writing laborious, yet in spite of the handicap, urged by friends who knew how much valuable material was to be lost unless Mr. Wasson recorded it himself, in the last three years of his life he undertook some sketches of the old types of sailing vessels. These were printed by the Society for the Preservation of New England Antiquities. The work interested him and he was induced to continue it more fully in his *Sailing Days on the Penobscot*, published by the Salem Marine Research Society.

His friend, Lincoln Colcord, with great labor, compiled the extensive Appendix with its record of facts about the vessels built on the Penobscot, making the book a notable contribution to the history of the American Merchant Marine. Aided by his wife and his daughter-in-law as amanuenses, Mr. Wasson finished his manuscript and corrected the proofs, but he did not live to see the completed volume. On the 28th of April, 1932, George S. Wasson slipped his moorings. His friends observed that it was high water and he went out with the tide.

SCHOOL AT SALEM VILLAGE

To The Honourable SelectMen of the Town of Salem, May the 4th 1711.

Whereas the Town of Salem were pleased to Grant unto us the subscribers the sum of 15^{lbs} for a school in answer to our Petition on March 21, 1708-9. of which we have Received 10^{lb} already which hath been improved for the Maintaining a school amongst us.

These are to desire your Order for the Remaining 5^{lb} to be paid to Deacon Benja. Putnam - & thereby you will oblige yours &c.

Jos: Green, Thomas Fuller, Edward Putnam, Samuel Nurs, John Tarbell, Joseph Huchinson, Samuel Nurs, Ju^r., John Buxton, Nicholas hayward, James putnam, John hutchinson, Thomas Keney, Zechary Goodale

—*Ms. in possession of Lawrence Waters Jenkins.*

FAMOUS OLD POLITICAL BUTTONS

BY LILLIAN SMITH ALBERT

Old buttons are thought by many persons to be too trifling to merit serious consideration, but this is a mistake for when they bear heraldic, emblamatic, political or sentimental designs they are found to be of real interest, and of historical value. Their value is somewhat akin to that of medals, and this is especially the case when something is known of their origin, their makers and the place and period of manufacture.

Many persons collect old military buttons which have an attractive and historical value peculiar to themselves. In forming such a collection numbers of buttons *non-military*, of good workmanship, attractive designs are also acquired. The possession of these buttons evoke a desire for some knowledge of the trade and those employed in it, so much so, that the information thus ascertained is found interesting enough to be worth preserving. It is in the hope that they may be of interest to others that the following notes have been submitted.

It has been thought well to give a few particulars of British medalists because it is probable that they started by cutting dies for purposes other than medals and seals—for it is known definitely that many of them made buttons.

Dr. William Frozer, in his articles in *The Journal of the Royal Historical and Archaeological Association of Ireland*, 1885-1886, writing of the year of 1765, "At this time and for many years afterward the trade of die-sinking in Dublin was remunerative; for there was much demand for the buttons struck in metal, which was so well paid that the workmen who fabricated heavy gilt buttons then in ordinary use for gentlemen and their servants' liveries—were able to earn large wages, and seldom worked more than three or four days each week, spending the rest of the time in idleness and drinking. Change of fashion has long destroyed this lucrative trade." And, again,

NOTE.—Mrs. Albert is a resident of New Jersey and is the well-known author of "A Button Collector's First and Second Journals."



COAT BUTTONS USED AT THE TIME OF PRESIDENT WASHINGTON'S FIRST AND SECOND INAUGURATION

Buttons pictured are from the Author's collection

writing of John Woodhouse—father of William Woodhouse the medalist—he states—“For several years past the occupation of preparing metal buttons has almost disappeared from the list of our Irish manufacturers. In the days of its prosperity, during the first quarter of the 19th. century, it was largely followed and gave lucrative employment to more than one grade of workmen. Those men who were engaged in the process of water gilding or coating dress buttons with gold dissolved in amalgam of mercury, obtained exceptional high wages, but the occupation was most unhealthy and dangerous from the poisonous fumes of the mercury evolved by heat.”

From about 1730 to 1800, buttons were made quite flat, of a single plate of metal, with the stem or shank brazed on the back. These flat metal dress buttons were as large as $1\frac{3}{8}$ inches in diameter and were ornamented with rough chasing or designs formed by a series of different punch marks in imitation of engraving. A number have come to light that are quite beautifully engraved, and still others have been struck from dies. Some of these buttons were probably gilt as many specimens seem to retain slight evidences of the original gilding.

It is in regard to the *Washington inauguration buttons* that this article is presented. The late Mr. William L. Calver, chairman of the Field Exploration Committee of the New York Historical Society, gave a small collection of Washington inauguration buttons to that organization and the following article was published in the January 1926 Quarterly Bulletin. Also by special permission it appeared in “A BUTTON COLLECTOR’S SECOND JOURNAL.”

“According to the January Quarterly Bulletin of this Society, the possessors of these buttons believe them to have been worn on the coat of the “Father of His Country” during his inaugurations and they thus place exaggerated valuations upon them. Tradition, however, seems rather to indicate that they were used by the supporters of Washington.

“It is authoritatively recorded that General Knox, first Secretary of War under the Federal Government, employed William Rollinson to chase (engrave) the Arms

of the United States upon a set of gilt buttons for the coat which was worn by General Washington on the memorable day of his inauguration as President."

Specimens 1, 2 and 3 (see cut showing five buttons) bear the inscription, "Long live the President." These buttons are believed to have been used at the time of the second inauguration, while specimen 4, which carries the date, March 4, 1789, would certainly appear to have been connected with the first inauguration.

Specimens 3 and 5 are the most rare and specimen 1 is the most common.

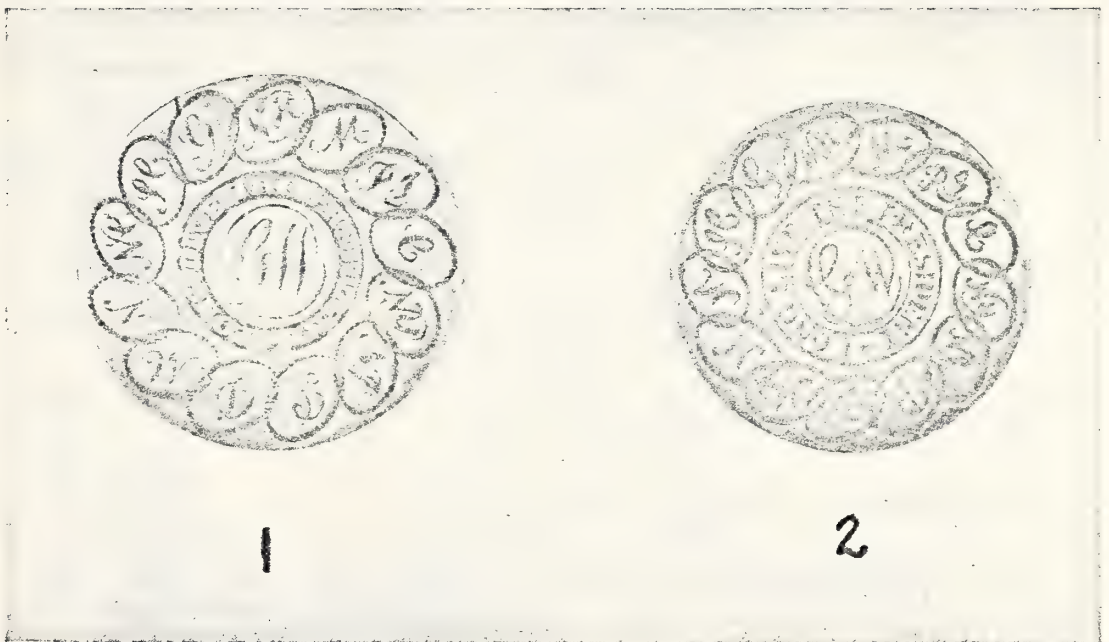
Observant collectors have noted that there seem to be two distinct types of buttons of the "G.W." "Long Live The President" with the initials of the 13 States. This has caused considerable confusion and in some cases a misunderstanding detrimental to the original of these buttons. It is with the hope of clarifying the situation that the following explanation and comparison is made.

In regard to the later, or so-called 1889 button.... according to Mr. David Bannerman of Francis Bannerman Sons in New York, there were made in England buttons to be sold to commemorate the *100th. Anniversary of Washington's Inauguration as President*. It appears that these buttons did not sell very readily and Francis Bannerman bought the unsold lot on one of his frequent trips to that country. They have been on sale at Bannermans continuously and were advertised in his catalog about 1907, at \$1.50 each.

Apparently there still was no grand rush for these buttons for over a third of a century later (in 1941) the writer purchased one of these buttons at the same price. Also, in September 1942, a visit to the Bannerman firm disclosed the fact that some of these buttons still remain but today the price is higher.

These buttons produced in 1889 were somewhat similar to the 1789 button in general appearance, but, differed quite considerably in a number of ways.....making it easy for a person having both buttons side by side, to distinguish the one from the other.

The following are some of the chief differences between these buttons:



"GW" "LONG LIVE THE PRESIDENT" WITH THE INITIALS OF THE 13 STATES

1. The face of the 1789 button.
 2. The face of the 1889 button.
- (Shows plainly the difference in size)

Buttons pictured are from the Author's collection

1789

1889

(centennial issue)

Metal—brass and copper

Copper or copper colored
bronzeDiameter—nearly $1\frac{3}{8}$ inchesAbout $1\frac{5}{8}$ inches
(nearly $\frac{1}{4}$ inch smaller)Thickness—about $\frac{3}{64}$ inch
(less than $\frac{1}{8}$ inch)About $\frac{5}{64}$ inch
(almost twice as thick)Shank—loop without extension,
about $\frac{3}{8}$ inchLoop with extension, about $\frac{5}{8}$
inch highReverse—plain on some, on
others design shows
through

Plain

The lettering of the State initials
are in Spencerian
script with curlicues especially
on the following

(a) "NH"

(a) Curlicue missing on
"NH"

(b) "NY"

(b) Curlicue missing on
"N"

(c) "NJ"

(c) Curlicue missing on
"N"(d) "M" (for Maryland)
has a die-break or gash
across the beginning of
the letter

(d) No imperfection

(e) "V" has no curlicue on
the beginning of the
letter(e) Has a curlicue on the
beginning of the letter
which makes it look
like "N"(f) "NC" has a curlicue
and looks distinctly
like "NC"(f) Has no curlicue and
looks like "M"

(g) "SC" has a curlicue

(g) Has no curlicue on "S"

The design between the beginning
and the end of the inscription,
"Long Live The President" is similar
to a Greek cross.Here the design resembles an
elongated diamond in shapeThe monogram "GW" has a
curlicue on the "W"

No curlicue on "W"

The lettering "Long Live The
President" is in relief

This lettering is incised



A PRE-REVOLUTIONARY SALEM CLUB

Salem 12 March 1763

We the Subscribers agree to meet at the House of Mrs. Hannah Prat next Wednesday Eve to wish Mr. John Pickering a good Voyage, and desire Mr. John Appleton to Speak for a Supper & promise to pay our Proportion of the Club present or absent.

Cards
1/6 each

B. Pickman,	3.10 $\frac{1}{2}$	B. Pickman Junr.
J. Appleton,	3.10 $\frac{1}{2}$	Jno. Appleton
J. Pickring,	3.10 $\frac{1}{2}$	John Pickering
P. Cast,	3.10 $\frac{1}{2}$	Philip Godfrid Kast
S. Ward,	3.10 $\frac{1}{2}$	Sam Ward
I. Atherton,	3.10 $\frac{1}{2}$	Israel Atherton
G. Deblois,	3.10 $\frac{1}{2}$	Geo. Deblois
J. Sparhawk,	3.10 $\frac{1}{2}$	John Sparhawk
S. Higginson,	3.10 $\frac{1}{2}$	Stephen Higginson
G. Gardner,	3.10 $\frac{1}{2}$	John Prince
J. Prince,	3.10 $\frac{1}{2}$	C. G. Pickman
C. Pitman,	3.10 $\frac{1}{2}$	Sam Jenison
S. Jenison,	3.10 $\frac{1}{2}$	T. Somerville
Somerville	3.10 $\frac{1}{2}$	

Mrs. Pratts Bill 2.14.3

—*Pickman Mss., Essex Institute, Vol. 10.*

SHIP REGISTERS OF THE DISTRICT OF
GLOUCESTER, 1789-1875.

COMPILED FROM THE GLOUCESTER CUSTOMS RECORDS,
NOW IN POSSESSION OF THE ESSEX INSTITUTE.

(Continued from Volume LXXVIII, page 402.)

JACK, sch., 61 21/95 tons; built Bradford, 1789; length, 56 ft. 8 in.; breadth, 16 ft. 1 in.; depth, 7 ft. 8 in. Reg. July 5, 1794. Joseph Procter, owner; William Allen, master. Reg. Feb. 22, 1796. Joseph Procter, owner; Daniel Sayward, master. Reg. Apr. 11, 1799, William Dextor, David Tarr, owners; John Stacey, master. Reg. Mar. 23, 1802, same owners and master. Reg. Jan. 2, 1804, same owners and master; one deck, two masts, square stern. Reg. Oct. 12, 1808. Jonathan Low, owner; Nathaniel Williams, master.

JACK, sch., 105 40/95 tons; built Newbury, 1785; length, 64 ft.; breadth, 19 ft. 7 in.; depth, 9 ft. 9 in. Reg. Dec. 24, 1794. David Pearce, owner; Joseph Doble, master. Reg. Dec. 18, 1800. Same owner; Isaac Allen, master.

JACK, brig, 105 40/95 tons; built Newburyport, 1785; length, 64 ft.; breadth, 19 ft. 7 in.; depth, 9 ft. 9½ in.; two decks, two masts, square stern. Reg. Jan. 30, 1804. David Pearce, owner; Joseph Babson, master.

JAMES A. STETSON, sch., Chatham, 65 18/100 tons; built Essex, 1878; temporary; length, 72 ft. 5 in.; breadth, 20 ft. 6 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Mar. 28, 1871, "Enrollment no. 220 issued Dec. 8, 1868." Luther Eldridge, Phillip Stetson, Chatham, David W. Swett, James A. Swett, William A. Swett, James M. Swett, Bangor, Me., owners; Zebina B. Clark, master.

JAMES BLISS, sch., 62 63/100 tons; built Essex, 1868; length 71 ft.; breadth, 21 ft. 1 in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Dec. 6, 1871, "Enrollment no. 183 issued June 20, 1868." William Parsons, 2d., Eben Parsons, 2d., Thomas L. Parsons, George Parsons, owners; John McMillan, master.

JAMES G. TARR, sch., 82 11/100 tons; built Essex, 1866; length 77 ft.; breadth, 22 ft. 8 in.; depth, 7 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Nov. 23, 1867, "Enrollment no. 69 issued Mar. 29, 1867." David Tarr, James G. Tarr, Stephen Dodd, Robert J. Reeves, Daniel Allen, owners; Robert J. Reeves, master. Reg. Nov. 21, 1868, "Enrollment no. 67 issued Mar. 5, 1868." Same ow-

ners and master. Reg. Nov. 27, 1869, "Enrollment no. 47 issued Feb. 6, 1869." Same owners; Robert Bruce, master. Reg. Nov. 21, 1870, "Enrollment no. 75 issued Apr. 16, 1870." Same owners; Robert C. Bruce, master. Reg. Nov. 28, 1871, "Enrollment no. 146 issued May 26, 1871." Same owners; Robert J. Reeves, master. Reg. Nov. 22, 1872, "Enrollment no. 12, issued July 24, 1872." James Cushing, Daniel Allen, owners; William Gould, master.

JAMES SMITH, bark, 536 56/95 tons; built Pittston, Me., 1846; length, 110 ft. 11 in.; breadth, 23 ft. 4 in.; depth, 10 ft. 10 in.; billet head; one deck, three masts, square stern. Reg. 1855, "Previous Register no. 464 Boston, Nov. 10, 1854." George H. Rogers, owner; Charles A. Homans, master.

JANE, sch., 55 13/95 tons; built Falmouth, 1793; length, 55 ft.; breadth, 16 ft. 10 in.; depth, 6 ft. 11 in. Reg. Dec. 24, 1801. Payne Elwell, Payne Elwell, jr., Robert Elwell, owners; Noah Bennet, master. Reg. July 10, 1807, "Enrollment no. 49 granted Dec. 27, 1805. Rebuilt, tonnage altered." Payne Elwell, Robert Elwell, owners; Seth Woodbury, master. Reg. Apr. 8, 1809, "Enrollment no. 1 granted Feb. 16, 1809." Payne Elwell, owner; Ignatius Webber, jr., master.

JANE, sch., 60 8/95 tons; built Newbury, 1804; length, 57 ft. 1 in.; breadth, 16 ft. 6 in.; depth, 7 ft. 4 in.; one deck, two masts, square stern. "Enrollment no. 9 granted Apr. 1, 1806." Robert Elwell, Payne Elwell, owners; Andrew Robinson, master. Reg. Mar. 17, 1809, "Enrollment no. 41 granted May 8, 1807." Ezekiel Leach, Manchester, owner; Ezekiel Leach, master. Reg. Nov. 1. 1809, "Enrollment no. 27 issued June 26, 1809." Same owner; George Girdler, master. Reg. Dec. 14, 1810, "Enrollment no. 11, May 10, 1810." Same owner and master. Reg. Dec. 4, 1811, "Enrollment no. 24, May 20, 1811." Ezekiel Leach, Manchester, owner; John Hooper, master.

JANE, brig, 227 45/95 tons; built Charlestown, 1810; length, 82 ft.; breadth, 24 ft. 3 in.; depth, 12 ft. 11½ in.; figure head; two decks, two masts, square stern. Reg. Oct. 28, 1828, "Temporary Register issued Boston June 20, 1828." William Stevens, William Pearce, Obadiah Woodbury, Jeremiah Foster, owners; Jeremiah Foster, master. Reg. June 4, 1831, same owners; Benjamin Foster, master.

JANE, bark, 230 41/95 tons; built Gloucester, 1832; length, 89 ft.; breadth, 24 ft. 3 in.; depth, 12 ft. 11½ in.; figure

head; two decks, three masts, square stern. Reg. Jan 15, 1833, "Master Carpenter's Certificate Dec. 18, 1832." William Stevens, Jeremiah Foster, Obadiah Woodbury, Benjamin Foster, owners; Jeremiah Foster, master. Reg. Mar. 14, 1834. William Stevens, Jeremiah Foster, Benjamin Foster, David Elwell, Thomas J. Foster, owners; Thomas J. Foster, master. Reg. June 6, 1840, "Temporary Register no. 146 issued Boston June 7, 1839." George H. Rogers, owner; William Warner, master.

JANE, sch., Stonington, Conn., 35 49/95 tons; built Essex, 1832; temporary; length, 45 ft. 6 in.; breadth, 14 ft.; depth, 6 ft. 6 in.; one deck, two masts, pink stern. Reg. Dec. 15, 1841, "Enrollment no. 45, issued Mar. 29, 1834." William P. Amy, Samuel Amy, owners; Jesse Beebe, master.

JANE P. STORY, sch., Harwich, 87 58/95 tons; built Conn., 1864; temporary; length, 67 ft. 3 in.; scroll head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 34, South Dennis, Mar. 17, 1854." Ephraim Doane, jr., George Smalley, Cyrus Ellis, Joseph Ellis, Jonathan Daniel, Theophilus Baker, Shadrack Small, J. Eldridge, Lewis P. Ellis, Ephraim Doane, Samuel Phillips, L. H. Small, Harwich, owners; Ephraim Doane, jr., master.

JANTHE, sch., Phipsburg, 67 6/95 tons; built Gloucester, 1845; temporary; length, 60 ft. 4 in., breadth, 17 ft. 5 in., depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Jan. 15, 1854, "Previous Enrollment Mar. 20, 1851." Abner Lowd, jr., and others, owners.

JASON, brig, 137 28/95 tons; built Jonesborough, Me., 1821; length, 76 ft. 6 in.; breadth, 21 ft. 7½ in.; depth, 9 ft. 6½ in.; billet head; one deck, two masts, square stern. Reg. May 24, 1828, "Register granted Salem Aug. 14, 1821." William W. Parrott, Samuel Pearce, George W. Pearce, Frederick G. Lowe, owners; Frederick G. Lowe, master.

JAY, sch., 64 9/95 tons; built Ipswich, 1786; length, 49 ft. 9 in.; breadth, 17 ft. 1 in.; depth, 7 ft. 2 in. Reg. Apr. 16, 1790. David Pearce, owner; Coas Gardner, master.

JED FRYE, sch., New York, 146 95/100 tons; built Perry, Me., 1867; temporary; length, 100 ft.; breadth, 26 ft. 25 in.; depth, 8 ft.; billet head, one deck, two masts, square stern. Reg. Jan. 1, 1873, "Enrollment no. 224 issued New York Dec. 19, 1871." J. P. Langley, Ellsworth, Me., John Langley, Tremont, Me., Catherine Langley, C. E. Gates and George W. Wentworth (copartners), T. A. Pike; William Duran,

Calais, Me.; Gates, Durant and Co., Clara Mullock, Perry, Me., J. W. Grimes, Burlington, Iowa, Jed Frye, New York City, owners; J. P. Langley, master.

JEFFERSON, sch., Boothbay, Me., 22 46/95 tons; built Ipswich, 1808; temporary; length, 39 ft. 10 in.; breadth, 11 ft. 5 in.; depth, 5 ft. 8 in.; one deck, two masts, pink stern. Reg. Nov. 30, 1825, "Enrollment no. 64 issued May 21, 1825." John Knight, Boothbay, Me., owner; John Knight, master.

JENNY, sch., Machias, 53 27/95 tons; built Narraguagus, Me., 1793; length, 57 ft. 10 in.; breadth, 17 ft.; depth, 6 ft. 3 in. Reg. Feb. 5, 1795. Joseph Waller, jr., Joseph Waller, Narraguagus, owners; Isaac Wharff, master.

JENNY LIND, sch., Southport, Me., 29 64/95 tons; built Essex, 1850; temporary; length, 66 ft. 10 in.; breadth, 18 ft. 9½ in.; depth, 7 ft. 3 in.; billet head, one deck, two masts, square stern. Reg. Dec. 17, 1851, "Previous Enrollment Apr. 22, 1851." James Orne, Silas B. Orne, Southport, Me., and others, owners.

JENNY LIND, sch., Georgetown, Me.; 23 45/95 tons; built Salisbury, 1848; temporary; length, 37 ft. 2 in.; breadth, 13 ft. 1 in.; depth, 5 ft. 9½ in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 154, Oct. 10, 1854." Langdon Oliver, Jacob Oliver, James D. Oliver, Albin K. Oliver, Georgetown, Me.; owners; Langdon Oliver, master.

JOANN, sch., 87 1/95 tons; built Haverhill, 1807; length, 53 ft. 11¼ in.; breadth, 19 ft. 10 in.; depth, 7 ft. 10 in.; one deck, two masts, square stern. Reg. Aug. 10, 1810, "Temporary Register no. 19 granted Marblehead July 21, 1810." Abiel Burges, Manchester, Jonathan Low, owners; Andrew L. Burges, master. Reg. Mar. 11, 1811, "Temporary Register no. 31 granted New York, Jan. 21, 1811." Abiel Burges, Manchester, owner; Abiel Burges, master.

JOANNA, sch., 89 48/95 tons; built Danvers, 1797; length, 69 ft. 11 in.; breadth, 21 ft. 3 in.; depth, 7 ft. Reg. Aug. 12, 1800. William Pearce, owner; David Wharff, master. Changed to a brig 134 29/95 tons. Reg. June 2, 1802. Same owner; Timothy Davis, master.

JOHN, sch., 57 75/95 tons; built Boston, 1784; length 43 ft.; breadth, 16 ft. 10 in.; depth, 7 ft. 7 in. Reg. May 29, 1790. Winthrop Sargent, owner; Nathaniel Sargent, master. Reg. Feb. 15, 1796. Frederick Gilman, Eliphalet Davis, owners; Solomon Allen, master. Reg. Apr. 10, 1797. Same owners; David Lufkin, master.

JOHN, sch., 57 90/95 tons; built Salisbury, 1790; length, 56 ft. 3 in.; breadth, 16 ft. 4 in.; depth, 7 ft. 3 in. Reg. June 26, 1794. Daniel Rogers, owner; John Lee, master. Reg. Aug. 20, 1800. Joseph Foster, jr., William Pearson, David Plumer, Thomas Parsons, Fitz William Sargent, Ignatius Sargent, owners; Elisha Brown, master. Reg. Dec. 1, 1800. John Fisk, Beverly, John Pender, owners; Solomon Giddings, master.

JOHN, brig, 150 88/95 tons; built Amesbury, 1797; length, 72 ft. 5 in.; breadth, 22 ft.; depth, 11 ft.; two decks, two masts, square stern. Reg. Dec. 18, 1809, "Temporary Register no. 399 granted Boston Dec. 11, 1809." Benjamin S. Davis, Daniel Tubbs, Boston, Joseph M. Salter, Portsmouth, N. H. owners; Benjamin S. Davis, master.

JOHN, sch., 91 67/95 tons; built Dorchester Co., Maryland, 1847; length, 73 ft. 9 in.; breadth, 22 ft. 6 in.; depth, 6 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Sept. 18, 1854, "Previous Enrollment no. 128 June 29, 1852." Fitz E. Riggs, Nathaniel Riggs, John Parker, owners; John Parker, master. Register 1855, "Previous Enrollment no. 94 May 17, 1855." Same owner and master. Reg. Dec. 15, 1856, "Previous Enrollment Mar. 31, 1856." George Garland, Henry Smith, owners; Henry Smith, master. Reg. May 30, 1857, "Previous Register no. 29, Dec. 15, 1856." Henry Garland, Henry Smith, David Towle, jr., Hampton, N. H. owners; same master. Reg. Nov. 5, 1858, "Enrollment no. 190 issued July 31, 1858." George Garland, David Towle, jr., Hampton, N. H. owners; Jonathan W. Archer, master.

JOHN ADAMS, sch., Boothbay, Me., 98 56/95 tons; built, Mass., 1828; temporary; length 75 ft.; breadth, 21 ft.; depth, 7 ft.; one deck, two masts, square stern. Reg. Nov. 22, 1850, "Previous Register Wiscasset, 1848, surrendered Wiscasset, Dec. 3, 1850." David McKown, —Dando, —Adams, Boothbay, Me., owners; David McKown, master.

JOHN D. GRIFFIN, sch., New York, 104 2/100 tons; built Essex, Conn., 1863; temporary; length 82 ft. 5 in.; breadth, 25 ft. 5 in.; depth, 7 ft. 1 in.; billet head; one deck, two masts, square stern. Reg. Nov. 20, 1869, "Enrollment no. 1515 issued New York, Dec. 2, 1864." J. A. Stetson, N. Y., Leander F. Gould, David S. Taylor, Samuel Taylor, Mrs. Mary Stetson, Chatham, Josiah O. Friend, jr., William Parsons, Theodore L. Parsons, Eben Parsons, G. Parsons, owners; Leander F. Gould, master.

JOHN FRANKLIN, sch., 87 38/95 tons; built Essex, 1858; length, 67 ft.; breadth, 22 ft. 2 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Nov. 10, 1858, "Enrollment no. 144 issued June 2, 1858." Charles R. McDonell, David O. Parkhurst, John McDonell, owners; John McDonell, master.

JOHN G. FERRIS, sch., New York, 58 8/100 tons; built Port Richmond, N. Y., 1847; temporary; length 64 ft. 7 in.; breadth, 23 ft.; depth, 6 ft.; billet head; one deck, two masts, square stern. Reg. Oct. 28, 1871, "Enrollment no. 157 issued New York, Oct. 28, 1870." John P. Webber, N. Y. City, James Webber, Bristol, Me., owners; John P. Webber, master.

JOHN GILPIN, sch., Rockport, 99 68/95 tons; built Essex, 1859; length, 72 ft.; breadth, 20 ft. 9 in.; depth, 7 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Apr. 17, 1860, "Register no. 38 issued Boston Feb. 15, 1860." Adin Story, Nathaniel H. Babson, Rockport, Jeremiah Burnham, Essex; George F. Austin, Salem, John L. Babson, owners; Adin Story, master.

JOHN P. OBER, sch., 53 97/100 tons; built Essex, 1850; length, 65 ft.; breadth, 17 ft. 9 in.; depth, 7 ft. 1 in.; billet head; one deck, two masts, square stern. Reg. Nov. 30, 1870, "Enrollment no. 17 issued Jan. 26, 1870." John T. Harvey, owner; David F. Smith, master.

JOHN W. BROWN, sch., Boothbay, Me., 63 91/100 tons; built Essex, 1865; temporary; length, 71 ft. 2 in.; breadth, 21 ft. 5 in.; depth, 7 ft. 9 in.; billet head; one deck, two masts, square stern. Reg. Feb. 28, 1873, "Enrollment no. 27 issued Jan. 31, 1871." C. C. Blake, Eliphalet Holbrook, E. Holbrook, William E. Reed, Benjamin Reed, Boothbay, Me., A. B. Stephenson, Frank W. Smith, Ellen Starr, W. H. Chase, Justina W. Rogers, Reuben Kent, Mary L. Dana, Portland, owners; Levi Blake, master.

JOLLY ROVER, sch., 65 23/95 tons; built Duxbury, 1795; length, 61 ft. 6 in.; breadth, 17 ft. 4 in.; depth, 7 ft.; one deck, two masts, square stern. Reg. Dec. 29, 1807, "Enrollment no. 48, granted Dec. 27, 1805." Payne Elwell, Robert Elwell, owners; Jonathan Gilbert, jr., master. Reg. Oct. 12, 1808, "Enrollment no. 98 granted Boston Oct. 7, 1808." Robert Elwell, owner; Stephen Knights, master. Reg. Jan. 26, 1809. Thomas Hull, Boston, owner; Thomas Hull, master.

JOLLY ROVER, brig, 140 94/95 tons; length, 78 ft.;

breadth, 23 ft. 3 in.; depth, 9 ft.; one deck, two masts, square stern. Reg. Mar. 16, 1815, "adjudged forfeited for a breach of U. S. laws by a decree of the District Court of Massachusetts, Boston, June 1814." Robert Elwell, jr., owner; John Corliss, master.

JONATHAN GODFREY, bark, Boston, 513 64/100 tons; built Portland, Me., 1855; temporary; length, 130 ft. 6 in.; breadth, 27 ft. 9 in.; depth, 17 ft. 9 in.; billet head; two decks, three masts, square stern. Reg. July 14, 1868, "Register no. 78 issued New Orleans, Apr. 5, 1867." David S. Sears, Dennis; Jane McGaugle, Margaret A. Mulvey, F. W. Thayer, W. H. Lincoln, Boston, owners; David S. Sears, master.

JOSEPH, sch., Mt. Desert, 50 17/95 tons; built Gloucester, 1825; temporary; length, 52 ft. 1 in.; breadth, 15 ft. 11 in.; depth, 7 ft. 1/2 in.; one deck, two masts, pink stern. Reg. Mar. 30, 1841, "Enrollment no. 4 issued Feb. 27, 1838." Israel B. Lunt, Long Island, Maine, owner; Abner Pomroy, master.

JOSEPH CHANDLER, sch., 69 94/100 tons; built Essex, 1870; length, 73 ft. 2 in.; breadth, 21 ft. 1 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Nov. 10, 1873, "Enrollment no. 23 issued Jan. 3, 1871." Leonard Walen, William L. Walen, owners; Charles Martin, master.

JUDITH, sch., 59 45/95 tons; built Gloucester, 1788; length, 47 ft. 3 in.; breadth, 17 ft. 1 in.; depth, 7 ft. Reg. Mar. 5, 1790. Daniel Rogers, owner; Isaac Wharff, master.

JULIA, sloop, 48 37/95 tons; built East Haven, Conn., 1795; length, 52 ft. 6 in.; breadth, 17 ft. 9 in.; depth, 6 ft. 2 in. Reg. Dec. 1, 1802. Israel Trask, owner; Nathaniel Williams, master. Reg. July 16, 1803. Same owner and master. One deck, one mast, square stern. Reg. May 16, 1804. Same owner; Henry Somes, master. Reg. July 1, 1804, tonnage changed. Same owner and master.

JULIA, sch., 43 51/95 tons; built York, Me., 1834; length, 50 ft. 8 in.; breadth, 15 ft. 4 in.; depth, 6 ft. 6 in.; billet head, one deck two masts, square stern. Reg. Jan. 5, 1841, "Enrollment no. 14 issued Mar. 12, 1838." Gustavus Griffin, owner; Tristram Griffin, master.

JULIA AND HELEN, brig, 193 29/95 tons; built Maine; billet head; one deck, two masts, square stern. Reg. 1850, "Previous Enrollment Boston." Samuel Saywood, Francis Savage, owners; John Boles, master.

JULIA ANN, sch., 108 45/95 tons; built Trenton, Me., 1825; length, 74 ft. 6 in.; breadth, 21 ft. 11 in.; depth, 7 ft. 8 in.; one deck, two masts, square stern. Reg. Mar. 22, 1828, "Enrollment no. 94 issued Dec. 24, 1827." Isaac Dennison, jr., John Manning, John Gott, Ebenezer Pool, Ebenezer Pool, jr., George Dennison, George Gott, James Pool, owners; William Williams, master.

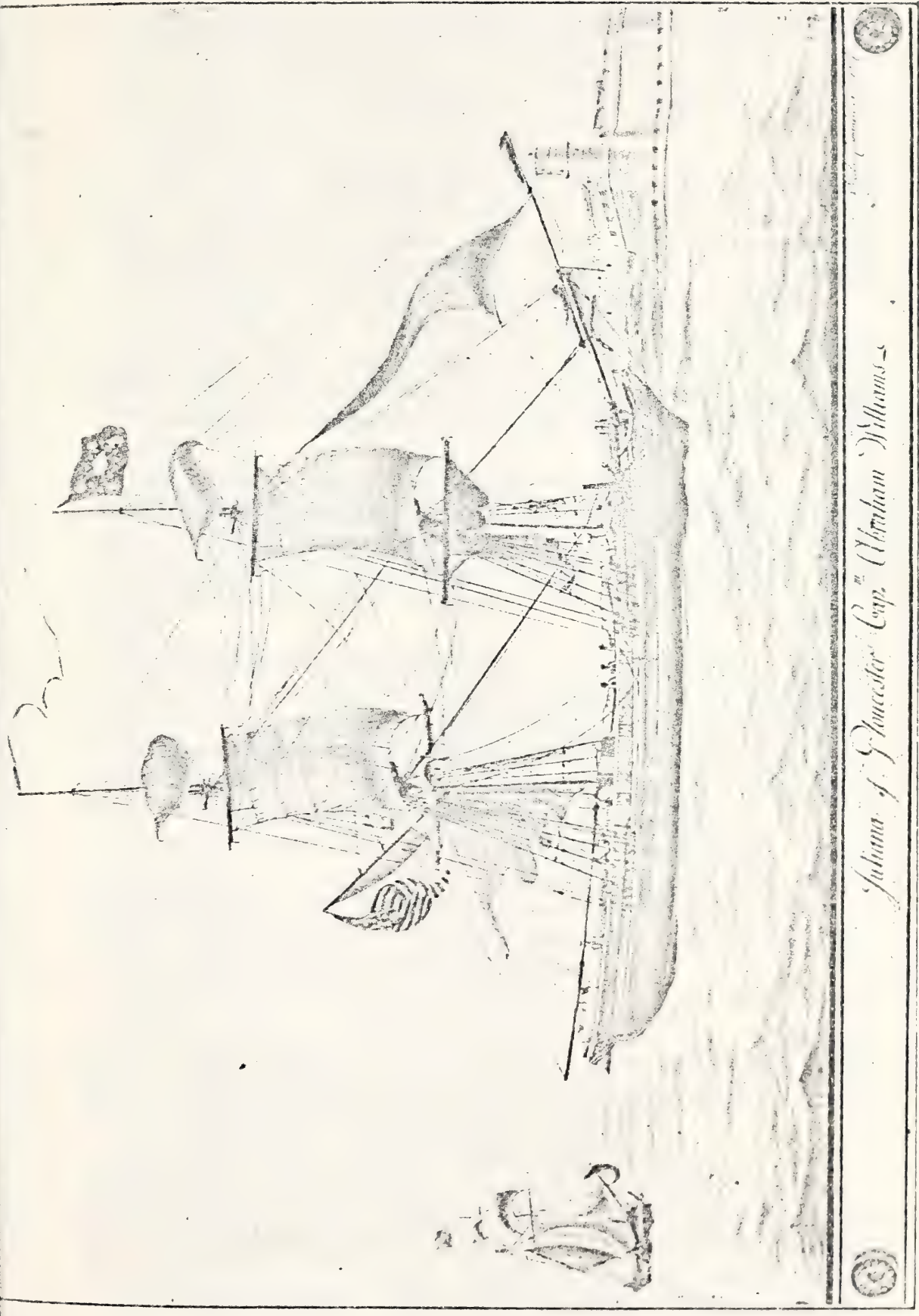
JULIA FRANKLIN, sch., 71 39/100 tons; built Essex, 1852; length, 73 ft. 6 in.; breadth, 21 ft.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Dec. 28, 1867, "Enrollment no. 133 issued May 1, 1867." William H. Collins, John Collins, Robert Fears, owners; Theodore Parsons, master.

JULIA GRACE, sch., Rockport, 62 42/100 tons; built Orland, Me., 1858; length, 71 ft.; breadth, 21 ft. 2 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Feb. 10, 1871, "Enrollment no. 53 issued Mar. 19, 1870." Edwin Tarr, Stephen N. Tarr, jr., George H. Bradley, Judson Tarr, Rockport, owners; Edwin Tarr, master. Reg. Oct. 16, 1872, "Enrollment no. 112 issued Apr. 26, 1871." Same owners; George W. Caldwell, master.

JULIANA, brig, 203 85/95 tons; built Newbury, 1804; length, 84 ft. 5 in.; breadth, 23 ft. 10 in.; depth, 11 ft. 7 in.; figure head; woman; one deck, two masts, square stern. Reg. July 28, 1804. Fitz W. Sargent, owner; Abraham Williams, master.

JULIA PARSONS, sch., 126 3/95 tons; built Essex, 1860; length, 79 ft.; breadth, 23 ft. 3 in.; depth, 7 ft. 11 in.; billet head; one deck, two masts, square stern. Reg. Dec. 14, 1860, "Carpenter's Certificate, Essex, Dec. 12 1860." Charles Friend, Nathaniel Friend, owners; Charles Lufkin, master. Dimensions changed 85 2/100 tons; length, 76 feet.; depth, 7 ft. 8 in. Reg. Dec. 9, 1868, "Enrollment no. 178 issued June 16, 1868." George H. Rogers, owner; Moses Tarr, master. Reg. June 28, 1869, "Copy of Enrollment no. 120 issued Apr. 17, 1869." Francis W. Homans, owner; William Beadle, master.

JUNO, sch., 79 60/95 tons; built Phippsburg Me., 1818; length, 62 ft.; breadth, 22 ft. 1 in.; depth, 7 ft. 6½ in.; one deck, two masts, square stern. Reg. June 21, 1820, "Temporary Register no. 112, Boston June 2, 1820." Jonathan Brown, jr.; owner; Thomas Davis, master. Reg. Oct. 16, 1830, "Enrollment no. 13 issued Mar. 21, 1823." Thomas C. Key, Abraham Grant, Bowdoinham, Me., owners; Thomas C. Key, master.



Juliana of Gloucester Corp. V. Williams

Courtesy of the Peabody Museum

BRIG "JULIANA," OF GLOUCESTER, MASSACHUSETTS
From a water-color painted in 1807 by Nicolay Cammilleri

JUNO, sch., 85 4/95 tons; built Pembroke, 1825; length, 65 ft. 4 in.; breadth, 18 ft. 6 in.; depth, 8 ft. 1½ in.; billet head; one deck, two masts, square stern. Reg. Dec. 8, 1831, "Enrollment no. 87 issued Oct. 7, 1831." John Parsons, jr.; owner; John Parsons, jr., master.

JUNO, sch., St. George, Me., 52 23/95 tons; built Essex, 1827; length, 52 ft. 8 in.; breadth, 15 ft. 5 in.; depth, 7 ft. 5 in.; one deck, two masts, pink stern. Reg. Nov. 28, 1836, "Enrollment no. 60 issued Mar. 28, 1836." John Marshall, jr., St. George, Me., owner; John Marshall, jr., master.

KENTUCKY, sch., Yarmouth, 67 57/95 tons; built Amesbury, 1831; temporary; length, 62 ft. 1 in.; breadth 16 ft.; billet head; one deck, two masts, square stern. Reg. 1850, "Surrendered Barnstable, Apr. 13, 1850." Ezra Crowin, master.

KIT CARSON, sch., 142 73/95 tons; built Essex, 1860; length, 82 ft.; breadth, 23 ft. 6 in.; depth, 8 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Dec. 6, 1860, "Carpenter's Certificate issued Essex Dec. 5, 1860." Sylvanus Smith, Andrew Leighton, owners; Sylvanus Smith, master.

KOSCIUSKO, sch., 66 86/95 tons, built Essex, 1831; length, 57 ft. 3 in.; breadth, 17 ft. 3 in.; depth, 7 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Dec. 23, 1831, "Enrollment no. 65 issued May 16, 1831." William P. Burns, John Burns, jr., Joseph E. Norwood, Thomas Giles, Matthew J. Giles, owners; Thomas Giles, jr., master.

LADY FRANKIN, sch., 60 98/100 tons; built Essex, 1859; length, 67 ft. 2 in.; breadth, 19 ft. 9 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Nov. 11, 1870, "Enrollment no. 176 issued June 11, 1868." Elias M. Olsen, owner; Elias M. Olsen, master.

LADY WASHINGTON, sch., Beverly; 43 50/95 tons; built Gloucester, 1817; temporary; length, 48 ft. 3 in.; breadth, 14 ft. 5 in.; depth, 7 ft. 3 in.; one deck, two masts, pink stern. Reg. May 16, 1817. Mark Woodberry, Andrew Ober, Beverly, owners; Mark Woodberry, master.

LAFAYETTE, sch., 96 4/95 tons; built Steuben, Me., 1824; length, 68 ft. 7 in.; breadth, 21 ft. 4 in.; depth, 7 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Aug. 17, 1832, "Enrollment no. 79 issued June 19, 1832." George H. Rogers, John W. Lowe, Nathaniel Rogers, owners; Nathaniel Rogers, master. Reg. Mar. 28, 1834, "Enrollment no.

74 issued May 10, 1833." John W. Lowe, Michael A. Parsons, owners; Michael A. Parsons, master.

LARK, sch., 46 49/95 tons; built Amesbury, 1788; length, 52 ft. 5 in.; breadth, 15 ft. 7 in.; depth 6 ft. 7 in. Reg. Sept. 22, 1795. William Babson, owner; John Kinsman, master. Reg. Apr. 11, 1797, same owner; Solomon Allen, jr., master.

LATONA, ship, 208 72/95 tons; built Kennebunk, 1800; length, 82 ft.; breadth, 24 ft. 3 in.; depth, 12 ft. 1½ in.; Reg. Oct. 21, 1802. John Manning, Jonathan Kimball, owners; Joshua Woodbury, master.

LAURA, sch., Bucksport, Me., 144 85/100 tons; built Bucksport, Me., 1870; temporary; length, 94 ft. 4 in.; breadth, 27 ft. 8 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, elliptic stern. Reg. Dec. 30, 1871, "Enrollment no. 11 issued Bucksport, Dec. 23, 1870." Richard Roberts, Nahum T. Hill, N. T. Hill and Co., D. L. Carver, Jabez Stubbs, B. F. Farnham, George W. Small, Joseph G. Stover, W. H. Ginn, E. G. Colbey, Joseph L. Buck, owners, Richard Roberts, Bucksport, Me., master.

LAURA A. DODD, sch., 94 86/100 tons; built Essex, 1865; length, 81 ft.; breadth, 23 ft. 2 in.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. Nov. 25, 1867, "Enrollment no. 202 issued July 8, 1867." David Tarr, James G. Tarr, Stephen Dodd, Daniel S. Tarr, David Melanson, owners; David Melanson, master. Reg. Apr. 7, 1868. George Norwood, Frederic Norwood, Frederic Norwood, 2d, owners; Gustavus A. Lane, master. Reg. Nov. 26, 1870, "Enrollment no. 170 issued June 8, 1869." Patrick Malady, George Beurse, Andrew Leighton, Benjamin N. Bearse, owners; Patrick Malady, master. Reg. Dec. 2, 1871, "Enrollment no. 10 issued July 17, 1871." same owners and master. Reg. Nov. 30, 1872, "Enrollment no. 13 issued Aug. 1, 1872." same owners; John Cameron, master.

LAURA AND ELIZA, sch., Surry, Me.; 49 52/95 tons; built Essex, 1823; temporary; length, 53 ft. 10 in.; breadth, 16 ft. 1 in.; depth, 6 ft. 7½ in.; billet head, one deck, two masts, square stern. Reg. Nov. 6, 1854, "Previous Enrollment no. 113, May 26, 1854." Charles B. Wood, Benjamin I. Wood, Surry, Maine, owners; Benjamin Wood, master.

LAURA M. MANGAM, sch., 73 59/100 tons; built Essex, 1856; length, 74 ft.; breadth, 20 ft. 9 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Nov. 8, 1869, "Enrollment no. 173 issued June 5, 1867." George J.

Marsh, owner; William H. Collins, master. Reg. Dec. 2, 1871, Horatio Babson, David C. Babson, Rockport, George W. Walen, owners; George W. Walen, master.

LAUREL, sch., Friendship, Me., 26 22/95 tons; built Essex, 1825, temporary; length, 40 ft. 1 in.; breadth, 12 ft. 10 in.; depth, 6 ft.; one deck, two masts, pink stern. Reg. Nov. 27, 1838, "Enrollment no. 30 issued Mar. 19, 1833." James Parsons, Friendship, Maine, owner; James Parsons, master.

LEADER, boat, Thomaston, Me., 18 48/95 tons; Admeasured Gloucester, Apr. 11, 1837, temporary; length, 38 ft.; breadth, 11 ft. 9 in.; depth, 4 ft. 10 in. Reg. Dec. 14, 1844, "License no. 20, issued Apr. 5, 1844." Robert Wilson, William Crie, Thomaston, Maine, owners; Robert Wilson, master.

LEADING STAR, sch., 73 15/95 tons; built Baltimore, Md., 1851; length, 69 ft. 11 in.; breadth, 20 ft.; depth, 6 ft.; billet head; one deck, two masts, square stern. Reg. Nov. 23, 1860, "Enrollment no. 145 issued June 17, 1851." Fitz E. Riggs, Nathaniel Riggs, owners; Morris Forbes, master.

LEANDER, sloop, York, 82 40/95 tons; built East Windsor, Conn., 1799; temporary; length, 61 ft. 9 in.; breadth, 21 ft.; depth, 7 ft. 7 in.; one deck, one mast, square stern. Reg. Apr. 23, 1819, "Enrollment no. 61, granted Oct. 4, 1817." George Moulton, 3d., York, owner; Theodore Moulton, master.

LEDA, sch., 72 32/95 tons; built Essex, 1838; length, 62 ft.; breadth, 17 ft. 6 in.; depth, 7 ft. 7½ in.; billet head; one deck, two masts, square stern. Reg. Nov. 10, 1842, "Enrollment no. 43 issued Apr. 19, 1841." William Parsons, Benjamin K. Hough, jr., Joseph Swift, owners; William Pearce, jr., master.

LEGAL TENDER, sch., Rockport, 51 3/100 tons; built Boothbay, Me., 1868; length, 66 ft. 6 in.; breadth, 20 ft. 6 in.; depth, 6 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 29, 1872, "Enrollment no. 101 issued May 6, 1872." Zenas Brown, Rockport, owner; Zenas Brown, master.

LELIA M. LONG, bark, Boston, 610 30/100 tons; built Stockton, Maine, 1867; temporary; length, 141 ft. 1 in.; breadth, 30 ft.; depth, 19 ft. 1 in.; billet head; one deck, three masts, elliptic stern. Reg. Oct. 29, 1869, "Register no. 241 issued New York July 2, 1869." Thayer and Lincoln (copartners), Boston, William Perry, M. M. J. Colcord, J. N. Mudgett, Stockton, Maine, D. Kimball, Camden, Maine, Emery Marden, Prospect, Maine, C. G. Stearns, Bangor, Maine, Jane Converse, Salmon Falls, Maine, L. Rich, Alonzo Long,

Boston, Rosevelt and Griffiths, Benjamin Caner, H. V. Mason, B. Caner and Arnold A. Lewis (copartners), New York City, Ammi Stover, Boston, owners; Ray T. Lewis, master.

LEONARD McKENZIE, sch., 97 74/95 tons; built Essex, 1852; length, 74 ft.; breadth, 20 ft. 3 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 116, May 14, 1853." John Demings, owner; John Demings, master. Reg. Nov. 27, 1867, dimensions changed; "Enrollment no. 96 issued Apr. 16, 1867." William T. Merchant, James L. Shute, Samuel Merchant, owners; Samuel F. Maker, master. Reg. Nov. 20, 1868, "Enrollment no. 130 issued Apr. 24, 1868." same owners and master.

LEONIDAS, sch., 51 23/95 tons; built Gloucester, 1824; length, 52 ft. 7 in.; breadth, 15 ft. 9 in.; depth, 7 ft. 2 in.; one deck, two masts, pink stern. Reg. May 13, 1829, "Enrollment no. 17 issued Mar. 12, 1827." George Lane, Harvey Knowlton, Jabez Tarr, jr., Andrew Lane, Francis Tarr, Isaac Dennison, jr., Reuben Brooks, jr., owners; Isaac Dennison, jr., master.

LEONIDAS, sch., Bristol, Me., 51 23/95 tons; built Gloucester, 1820; temporary; length, 52 ft. 7 in.; breadth, 15 ft. 9 in.; depth, 7 ft. 2 in.; one deck, two masts, pink stern. Reg. Dec. 20, 1830, "Enrollment no. 69 issued June 11, 1830." Jacob Butler, Bristol, Me., owner; Peter Brown, master.

LEOPARD, sch., 43 tons; built Duxbury, 1791; length, 50 ft.; breadth, 15 ft.; depth, 6 ft. 8 in.; one deck, two masts, square stern. "Temporary Register no. 48 granted Boston, Feb. 24, 1810." William Coffin, owner; George P. Sawyer, master.

LEVANT, brig, 232 59/95 tons; length, 83 ft. 3 in.; breadth, 25 ft. 8 in.; depth, 12 ft. 10 in.; billet head; two decks, two masts, square stern. Reg. Mar. 18, 1822, "Captured in war by citizens of the U. S. and lawfully condemned as prize by District Court Nov. 14, 1812 as appears by Register no. 50 issued Salem, Dec. 22, 1820." William W. Parrott, William Pearce, William Pearce, jr., Samuel Pearce, George W. Pearce, owners; George W. Pearce, master. Reg. Nov. 28, 1823, same owners; Richard G. Stanwood, master. Reg. Apr. 15, 1825, same owners and master. Reg. Mar. 5, 1828, same owners; Benjamin Foster, master. Reg. Sept. 4, 1829, same owners; Joseph Foster, master. Reg. Nov. 25, 1823, same owners; Peter Swinson, master. Reg. Oct. 1, 1834,

George Thompson, James L. Thompson, owners; William Sayward, master.

LEVANT, brig, Bath Me., 136 62/95 tons, built Richmond, Me., 1840; temporary; length, 85 ft. 8 in.; breadth, 23 ft. 6 in.; depth, 7 ft. 8½ in.; billet head; one deck, two masts, square stern. Reg. Sept. 27, 1844, "Certified Copy of Register no. 27 recorded at Bath, Oct. 5, 1843." James Sampson, Joseph T. Brown, Bowdoinham, Me., John Stuart, William Meserve, Richmond, Me., owners; James Sampson, master.

LEWIS, ship, 280 68/95 tons; built Portsmouth, N. H., 1820; length, 94 ft. 5/10 in.; breadth, 26 ft.; depth, 13 ft.; billet head; two decks, three masts, square stern. Reg. Jan. 19, 1833, "Temporary Register no. 19, issued Portsmouth, N. H., Nov. 9, 1832." William Pearce, jr., owner; James Wood, master. Reg. Apr. 21, 1835. Charles O. Whitmore, Elisha Preston, Dorchester, Josiah Stickney, Israel Lombard, Nathaniel Thayer, jr., Samuel Fales, Samuel Sanford, Whiting Hewins, Warren Fisher, Thomas Dixon, Boston, owners; Charles O. Whitmore, master.

LEWIS BRUCE, sch., Provincetown, 113 26/95 tons, built Marshfield, 1837; temporary; length, 72 ft. 5 in.; breadth, 20 ft. 27/8 in.; depth, 8 ft. 9¼ in.; one deck, two masts, square stern. Reg. June 18, 1838, "Enrollment no. 2 issued Provincetown, Jan. 1, 1838." Joshua E. Bowley, Oliver Bowley, David Bowley, John Nickerson, Reuben Collins, 2d., Richard Collins, Estate of Ephraim Cook, Stephen Cook, Gideon Bowley, Provincetown, owners; Joshua E. Bowley, master.

LIBERTY, bgtne., 75 15/95 tons; built Wells, 1784; length, 51 ft.; breadth, 20 ft.; depth, 7 ft.; Reg. Jan. 19, 1791. John Somes, owner; John Somes, 4th., master. Reg. Nov. 23, 1795. Frederick Gilman, owner; David Lufkin, master. Reg. June 23, 1796. Frederick Gilman, Fitz W. Sargent, Israel Trask, owners; Andrew Davis, master. Reg. July 14, 1799. John Somes, Eliphalet Davis, owners; Joshua G. Low, master.

LIBERTY, sch., Eastham, 22 86/95 tons; built Essex, 1836; temporary; length, 39 ft. 6 in.; breadth, 12 ft. 1 in.; depth, 5 ft. 7 in.; one deck, two masts, square stern. Reg. Nov. 21, 1836, "Enrollment no. 68 issued Apr. 2, 1836." Reuben Brewer, Henry Doane, owners; Reuben Brewer, master.

LIGHTFOOT, sch., 56 tons; built Essex, 1854; length, 67 ft.; breadth, 19 ft. 1 in.; depth, 7 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Oct. 10, 1872, "Enrollment no. 122 issued May 1, 1871." William T. Merchant, James

L. Shute, Oliver S. Thomas, owners; Alfred Nickerson, master.

LILA DALE, sch., Portland, 50 48/95 tons; built, Salem, 1853; temporary; length, 57 ft. 2 in.; breadth, 17 ft. 8 in.; depth, 5 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Dec. 8, 1859, "Enrollment no. 58 issued Mar. 2, 1858." Lovett and Sargent, Portland, Me., owners; Fitz E. Sargent, master.

LILLIAN GERTRUDE, sch., 58 6/100 tons; built Essex, 1871; length, 69 ft. 4 in.; breadth, 20 ft. 1 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Nov. 20, 1872, "Enrollment no. 17 issued July 21, 1871." Daniel Sayward, owner; Joseph Hurst, master.

LILLY DALE, sch., 92 39/95 tons; built Essex, 1853; length, 69 ft. 10 in.; breadth, 19 ft. 9 in.; depth, 7 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Oct. 20, 1858, "Enrollment no. 128 issued May 15, 1858." Lemuel Friend, jr., William H. Friend, Samuel R. Lane, Robert Fears, Robert R. Fears, owners; Martin Warren, master.

LISBON, ship, Bath, Me.; 476 3/95 tons; built Bath, Me., 1852; temporary; length, 132 ft. 2 in.; breadth, 28 ft.; depth, 14 ft.; billet head; two decks, three masts, square stern. Reg. Nov. 12, 1857, "Register no. 58 issued Bath, Me., Dec. 2, 1852." Angier H. Curtis, Harpswell, Me., Eli Cox, George W. Duncan, Elisha P. Mallett, William H. Melcher, Charles Cox, Abraham P. Clifford, William Tarr, George W. Kendall, John G. Richardson, James Morse, Isaac Hatch, Bath, Me., Isaac H. Cotton. Bowdoin, Me., owners, Angus H. Curtis, master.

LITTLE DROMO, sch., Boston, 97 61/95 tons; built Wheeling, Va., 1808; temporary; length, 77 ft. 7 in.; breadth, 18 ft. 4 in.; depth, 7 ft. 8 in.; one deck, three masts, square stern. Reg. Feb. 1, 1810, "Register no. 27 granted New Orleans, Aug 19, 1809." James Tappan, agent for Stephen Higginson, jr., Boston, owner; James Shaw, master.

LITTLE NELL, sch., Harpswell, Me., 37 61/95 tons; built Gloucester, 1853; temporary; length, 47 ft. 6 in.; breadth, 15 ft. 1 in.; depth, 6 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Apr. 3, 1858, "Enrollment no. 176 issued Oct. 18, 1856." James E. Brigham, James D. Brigham, Harpswell, Me., owners; James E. Brigham, master.

LIVELY, sch., 62 66/95 tons; built Amesbury, 1789; length, 57 ft. 6 in.; breadth, 17 ft.; depth, 7 ft. 5 in. Reg. Apr. 11, 1800. Timothy Rogers, owner; Stephen Knights, master.

Reg. Jan. 11, 1802, same owner; William Warner, master.
Reg. Jan. 1, 1804, one deck, two masts, square stern, same owner; James Marrett, master.

LIZZIE D. SAUNDERS, sch., Rockport, 43 54/100 tons; built Bath, Me., 1867; length, 62 40/100 ft.; breadth, 20 30/100 ft.; depth, 6 55/100 ft.; billet head; one deck, two masts, square stern. Reg. Nov. 25, 1871, "Enrollment no. 101 issued Apr. 3, 1868." John Story, jr., Alfred Saunders, Ezra Eames, Andrew Wilson, Rockport, Daniel Allen and Sons, owners; Alfred Saunders, master. Reg. Nov. 14, 1872, "Enrollment no. 86, Apr. 22, 1872." Same owner and master.

LIZZIE F. CHOATE, sch., 95 39/100 tons; built Ipswich, 1866; length, 83 ft. 5 in.; breadth, 23 ft. 1 in.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 7, 1867, "Enrollment no. 147 issued Apr. 28, 1867." Alfred Walen, Michael Walen, jr., Robert Fears, Robert R. Fears, owners; D. D. Gaffney, master.

LIZZIE K. CLARK, sch., 72 19/100 tons; built Essex, 1869; length, 78 ft.; breadth, 21 ft.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 5, 1871, "Enrollment no. 88 issued Apr. 9, 1869." John E. Somes, George Clark, jr., owners; Edward Morris, master.

LOOKOUT, sch., 52 59/100 tons, built Essex, 1857; length, 63 ft. 2 in.; breadth, 19 ft. 6 in.; depth, 7 ft. 1 in.; billet head; one deck, two masts, square stern, "Enrollment no. 200 issued July 15, 1868." Jerome B. Smith, Charles H. Pew, John Pew, owners; Jerome B. Smith, master. Reg. Nov. 18, 1871, "Enrollment no. 92 issued Apr. 17, 1871." same owners and master. Reg. Nov. 25, 1872, "Enrollment no. 73 issued Apr. 10, 1872." Same owners and master.

LORENZO, sch., 47 57/95 tons; built Nobleborough, 1816; length, 51 ft. 4 in.; breadth, 16 ft. 1/2 in.; depth, 6 ft. 9 in.; one deck, two masts, square stern. Reg. Nov. 9, 1819, "Enrollment no. 54 granted July 20, 1819." Abraham Elwell, Obadiah Woodbury, Samuel Gilbert, owners; Abraham Elwell, master. Reg. Apr. 1, 1820. George Melcher, William Trefethen, Portsmouth, N. H., owners; George Melcher, master.

LOUISA, sch., Kennebunk, Me.; 54 tons; built Essex, 1826; temporary; length, 53 ft. 10 in.; breadth, 16 ft. 3 in.; depth, 7 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Jan. 21, 1829, "Enrollment no. 39 issued Apr. 12, 1826." Stephen Ward, Daniel Ward, Kennebunk, Me., owners; Stephen Ward, master.

LOUISIANA, sch., Rockport, 109 69/95 tons; built Salis-

bury, 1840; length, 78 ft. 9 in.; breadth, 21 ft. 9 in.; depth, 7 ft. 3½ in.; billet head; one deck, two masts, square stern. Reg. 1845, "Enrollment no. 123, Sept. 8, 1845." Eben Lowe, Josiah Haskell, Jabez R. Gott, Ebenezer Rowe, Dudley Choate, Henry Dennis, Rockport, owners; Eben Lowe, master. Reg. Oct. 9, 1845, "Enrollment no. 123 issued Sept. 8, 1845." Same owners and master. Reg. 1847. Same owners and master.

LOVELY HOPE, sch., 66 18/95 tons; built Gloucester, 1826; length, 57 ft. 6 in.; breadth, 18 ft. 2 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Aug. 13, 1828, "Enrollment no. 65 granted June 8, 1826." Winthrop Sargent, David Worcester, John L. Rogers, owners; John L. Rogers, master.

LUCINDA, sch., 71 78/95 tons; built Gloucester, 1826; length, 60 ft.; breadth, 17 ft. 2 in.; depth, 8 ft.; one deck, two masts, square stern. Reg. Mar. 20, 1827, "Enrollment no. 82 issued Dec. 16, 1826." Winthrop Sargent, owner; Solomon H. Davis, master.

LUCRETIA, sch., 97 47/95 tons; built North Yarmouth, 1801; length, 69 ft. 2 in.; breadth, 21 ft. 2 in.; depth, 7 ft. 9 in.; one deck, two masts, square stern. Reg. Sept. 30, 1809, "Temporary Register no. 46 Portland, May 22, 1809." Robert Elwell, 3d., Benjamin Webber, Jonathan Low, owners; John Williams, master. Reg. Feb. 16, 1810. Robert Elwell, 3d., Benjamin Webber, Payn Elwell, owners; same master. Reg. Apr. 26, 1811. Robert Elwell, 3d., Benjamin Webber, John Johnston, owners; John Corliss, master. Reg. Mar. 31, 1812. Benjamin Fiske, William S. Bridge, Ephraim French, jr., Boston, owners; William Sayward, master.

LUCY, sch., 58 1/95 tons; built Amesbury about 1787; length, 45 ft. 3 in.; breadth, 17 ft.; depth, 7 ft. 2 in. Reg. Jan. 22, 1790. Samuel Somes, owner; Herbert Reding, master. Reg. Apr. 9, 1796. Joseph Nickerson agent to Elijah Nickerson, Provincetown, owner; Joseph Nickerson, master.

LUCY, sloop, 74 tons; built Kingston, 1802; length, 60 ft. 3 in.; breadth, 18 ft. 11 in.; depth, 7 ft. 7 in. Reg. Aug. 22, 1803. James Saville, owner; Thomas Saville, master.

LUCY, sloop, Provincetown, 59 27/95 tons; built Rochester, 1788; length, 53 ft. 6 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 6 in. Reg. Oct. 18, 1803. Daniel Smalley, Ebenezer Nickerson, Lemuel Berry, Provincetown, owners; Daniel Smalley, master.

(To be continued)

MARBLEHEAD COMMONERS' RECORDS,
1652-1745.

(Continued from Volume LXXVIII, page 300.)

26 Aprill	Corll Legg detter by money Re- seued by mr Richard gross mr John Co- nant mr James hawkings mr John pam- er as — — Trusteess in full the sume of Twenty pounds In money as —	20 00 00
	Cornell Leegg dettor To The Comoners by by money Reseued of mr Richard gross —In full of his arrears for his fish fence The Sum of two pounds tenn shillings	02 10 00
		59 2 8
[121]	by Contrary Creditt — —	£ s d
	by money paied to mr Ingalls —	07 7 00
	by money paied to mr beniamin James	03 0 00
	by money paied to mr Richard treuett —	04 4 00
	for there generall disbustments at Mr Woods	00-10 00
1708	more Expended at mr. Woods —	00-14 00
	more Expended at mr. Woods —	01 19 00
	more to money expended att willam wat- [ers] for Som years pastt and now ex- cepted a [Cowe]	01 16 04
	payed The Comoners Clerk for four years pastt for his salery The Sum of four pounds	04 00 00
		23 10 4
[122]	Att a Comoners meeting Legally warned And mett in Marble head the fifth day of Aprill 1708 — — Captt nathenell norden Chosen moderator Samll Reed Chosen Cler to the sd Comoners voted that mr John Conant mr James hawkings mr Rich- ard gross mr John pamer Senor. bee trustees for to Luck after the stint of Cattell and hoses this year ackording to former orders made in this book — —	

voted that Coll John Legg Captt nathenell norden mr Richard Treuett mr Richard skiner bee a Comittie for to Colleck and gether in all the money that is due to the Comoners and to luck aftor all in Chrocht Lands *

voted that mr frances haines haue Liberty to sett a barne upon the hill upon the norwest Side of his houce hee a greeing with the — Comitie for itt — — —

voted that no Comoner or proprietor — shall lett any Cows Leas or herbrig out of this towne this year upon the penalty of — paying twenty shillings * * *

voted That samll Reed bee a bated fifty shillings for one year Rent of his fish fence

voted that mr James hawkings haue — Liberty to haue a small pice of Land hee a greeing with the Commitie for itt *

voted That Samll Reed bee a bated fifty shillings for one year Rent of his fish fence

voted That mr James hawkings haue — Libarty to haue a small peice of Land hee a greeing with the Commitie for itt

[Aprill].11.1709. At the Commons meeting voted that the two next votes are made void [for] [mr] Samll: Reed & James Hawkins because they are entred twice

Samll Reed Clark to The Com[oners]

[123] Att a Commoners meeting by adjournment Aprill The twenty Six — — 1708

—— Cornell John Legg Chosen moderator

voted That The Trustees haue Libarty To Call a Comoners meeting so often as Saied Trustees shall see good or haue ockation So To due — —

voted That the Trustees haue power and Liberty to sett and Erectt a pound upon The neck Such a pound as may

be profitabell and Conueniant for The Comoners and proprietors of This towne in some Conueniant place near The housess upon the neck

voted That no geess or ganders goo or feed upon The Comons This year upon the penaltie of paying three shillings Soo often as they shall bee found feeding upon The Comons from the twentieth of may nextt Insuing untill further orders and The Trustees haue power to Luck after The saied geess and Take them up Soo often as they shall find Them upon the Comons — —

	£	s	d
Samuell Reed is detter To Rent for his flake yerd from march 26: 1700 To march 26 1701 two pounds Ten Shillings	02	10	00
detter To march 26: 1702 two pounds 10 ^s shillings	02	10	00
detter To march 26: 1703 two pounds ten shillings	02	10	00
detter To march 26: 1704 two pounds tenn shillings	02	10	00
detter To march 26: 1705 two pounds tenn shillings	02	10	00
detter To march 26: 1706 two pounds tenn shillings	02	10	00
detter To march 26: 1707 two pounds tenn shillings	02	10	00
detter To march 26: 1708 two pounds tenn shillings	02	10	00
detter To march 26 1709 two pounds tenn shillings	02	10	00
detter To march 26 1710 two pounds ten shillings	02	10	00
To march 26-1711 two pounds ten shillings	02	10	00
To march 26 1712 two pounds ten shillings	02	10	00
To march 26 1713 two pounds ten shillings	02	10	00
To march 26 1714 two pounds ten shillings	02	10	00
To march 26 1715 two pounds ten shillings	02	10	00
To march 26 1716 two pounds ten shillings	02	10	00
To march 26 1717 two pounds ten shillings	02	10	00
To march. 26. 1718 two pounds ten shillings	02	10	00

To march. 26. 1719 two pounds ten shillings	02 10 00
To march 26. 1720 two pounds ten shillings	02 10 00
To march 26. 1721 two pounds ten shillings	-2 10 00
To march 26. 1722 two pounds ten shillings	-2 10 00
To march 26 1723 two pounds ten shillings	-2 10 00

57.10 00

To march 26 1724 two pounds ten shillings	02 10.00
To march 26 1725 two pounds ten shillings	02 10 00

62-10

[125] P. Contrary Crditt	£ s d
To money paid Captt bronn two pounds: 10 ^s	02 10 00
To money paid Corll Legg fue pounds—	05 00 00
by Abatment two pounds tenn shillings	02 10 00
Aprill The 24 1710 To money payed Cor-	
nell Legg by money	00 00 00
Reseued of The Comoners four pound	04 00 00
April 1715. Received of Samll: Reed 7 qlls	
$\frac{1}{2}$ of refus fish pd pr Capt norden	06 00 00
Received of Samll: Reed by mr. Skinner in	
merchanable fish not yet [put] off: [nor]	
money receiv[ed] — —	06 07 06
By twelfe pounds seven shills & six pence paid	
Capt Norden Esqr. Treasr. for the Commrs	
Being a gift of the Commrs towards the	
old meeting house as appears of record in	
full of mr Reeds bill	00 00 00

26..7-0[6]

The Last article of twelfe pounds seven shills
& six pence Its understood that Credit was
Given befour in the two articles above it
for the fish

April 10 th 1719 By money Received of Mrs.	
Reed the relict of Samll Reed in part of	
his fish fence for rent ten pounds — —	10-00..00

36- 7- 6

1720 moor creadett to a 11 pounds 2 ^s -6 by	
way of Discount in expences at mr Reades	
hous which was the balance then that mr	11- 2 6

Read oued the Commonrs as a pears by the
Commonrs new Book in foll 30 and moor
by a note of the Commonrs the same yeaser
after at thear [any ell] Commonrs meating
Aprill the 11 Day 1720 then voted that
Capt Richard Treuett and mr Ingoalls
shall pay the Rent of said Lease for time
to Come from this Dait and haue the Lease
transfeard and Reckord in thear names
this in foll 40 may bee found this not thear
enterd in the new Commonrs book —

47- 9-00

this aCount of feuenten pounds one shiling is
balane by a noat of the Commonrs neuer
to bee soald in Request aney moor when the
fish fence was sold — —

15 01 00

by Treuett in foll 70 & 71 in the new Com-
mons Book

62-10 00

[126] Att a Comoners meeting Legally warned and
mett Marble head Aprill The 11: 1705 mr Richard
Treuett Chosen modarator — —

Samll Reed Chosen Clerk To The — Comoners and pro-
prietors of The tenn acer Lots

voted That mr Edward dimond haue Liberty To make
fish upon The great — head of Land near mr Joseph
doliber — Land hee a greeing with The Commitie for
The Saied Land — —

voted That mr Richard Skinner haue Liberty To make
fish upon The neck hee a greeing with The Commitie
for itt

voted That Cornell John Legg Captt nathenell norden::
mr Richard Treuett — and mr Richard Skinner bee a
Commitie for This year for To Colectt and gather in the
money which is due to The Comoners from Sundry per-
sons for fish fences and Inchroacht Lands and upon Re-

faceing To pay for itt They are To prosekute Them according To former orders made in This book and that the Sd Commitie haue full power to sell houce lots and Lett fish fences for the benefitt of the Comoners

voted That mr dauid flint shall haue Liberty To make and burne bricks upon The Comons where The Commitie or Turstees shall see: a mostt Conueniant place.

voted That mr fowler and mr fisk shall — haue Liberty To make and burne bricks upon The Comons where The Commitie or Trustees shall see a mostt Conueniant place

voted That This meeting is adjourned unto The fiftene day of This Instant month of Aprill att nine a Clock before noone

[127] Aprill The fiftene — 1706

att a Comoners meeting by adourment voted That The Comoners money: that is in Cornell John Legg hand:: with what money more That shall bee Colleckted and gathered shal bee put out To use for The Comoners benefitt for one year by The present Commitie Corll John Legg — Captt nathenell norden mr Richard Treuett mr Richard Skiner

voted That mr Richard Treuett Captt James Caly — mr Archabell furgiscn are — Chosen To Joyne — — with The former Commitie That was Chosen for a Transcrip of [seuerell] Comon Rights and what The Sd Commitie Shall agree upon Shall bee ualied and Recorded in — The Comoners book — or The magor partt of The — Saied Commitie agreing Thereunto to them that [boat sence] 167[4]

voted That Samuell martin willam Stacy Samll Reed are Chosen This year Trustees for to keep up The fence and gate betwne The farme and The Comons upon — The The Comoners Charg — —

voted That The Trustees That wear in The year 1708



mr Richard gross mr John pamer senor mr John Conant
 mr James hawkings hau full power To Colectt and gether
 In The money That is due To Them: as Trespas money
 prouided That — They pay unto Corll John Legg aeigh-
 tene pounds forthwith for The use of The Comoners —
 The persons That are Trespasers are as followeth

	£	s	d
from nickolas andrus — —	01	00	00
from frances grant senor — —	00	05	00
from The estate of Ambros galle desesed —	00	15	00
from Roger uieckery Junor — —	00	10	00
from Elias hendly senor — —	00	10	00

voted That: The present Commitie haue power To Call
 a Comoners meeting so: often as They Shall haue ocka-
 tion — —

[128] Att a Comoners meetting by Journment In mar-
 ble head Aprill The 15 — 1709

voted That the orders made the Last year for prohibiting
 of any geese or gander feeding on the Comon Stand good
 for this year also and Till further orders Shall be made
 a bout them and the Trustees to prosecute the Same —

voted That Samll Reed Samll martin and — Willam
 Stacy are Chosen Trustees To Look after — The Stint
 of Cattell and horses this year according — To former
 orders made in this book

The a bove Saied persons are further impowred to —
 Take up and impound all horses and neat Cattell going
 or feeding upon the Comons hired by or belonging any
 wayes to any person not priuiledged by the Comoners
 so to feed Them — —

And The trustees are allowed to take the benifit of the
 Law of the prouinse as they see meet and Require There-
 by twelue pence pur head for all So impounded and two
 pence pur head besides the damage att the Rate of four
 pence pur day for feeding on the Comons To be paid by
 the o onears Claimers and hireers of Such Creturs before
 they are — deliuered out of the pound and this due so —



often as they Shall this Sumer be found So — Trespassing att any time All endeauours being — To be uced for the Restraining all such — — Trespassers and amoueing the saied Cattell from of the Comons and proprietyes Lying in Comons

[129] Marble head

Wee whose names are under written being a Committie for to Lay out Land for houce Lotts haue Layed out unto Ely Rumery a houce Lott of two pole and fise foott in breadth To the Easterly side: and to the westerly: end two pole and thirtene foott, and three pole upon other. 2 side for which Land hee has payed The Sum of three pounds money The a boue sd purchas is to be In Joyed by him and his heires for Euer by order of the Commitie Samll Reed Clark to the Comoners

paide in full

1709 Wee whose names are under written being a Committie for to Lay out Land for houce Lotts haue Layed out unto John Allin Junor a houce Lott three pole and three foott to the north Eastt and to the north westt side four poll and to the souewestt three pole and ten foott and to the south Eastt four pole for which Land he has payed the Sum of fise pounds ten shillings:: The a boue sd purchas Is to be injoyed by the sayed John Allin Junor and his heires for Euer by order of the Commitie Samll Reed Clerk to the Comoners

1709 wee whose names are under writen being a Commitie for to Lay out Land for houce Lotts haue Layed out unto John pickett three pole to the South Eastt upon The highway and three pole to the north westt and four pole in breadth to the westord and four pole in breadth to the north ward Joinening to the wall of — Richard Rowlands for which Land hee has payed — four pounds tenn shillings in money The a boue sd purchis is to be Inioyed by John pickett and his heires for Euer by order of the Commitie Samll Reed Clerk Com[rs]

1709 wee whose names are under writen being a Com-

mitie for to Lay out Land for houce Lotts haue Layed out unto Robartt nickolls Junor a houce Lott of four pole in front To the South Eastt and four pole to the north westt and Two pole in breadth to the westard and to the north Est. two pole and half for which Land hee has payed:: four pouds ten shillings 4[£]-10^s-0^d

The a boue sd purchis is to be injoyed by Robartt nickolls Junor and his heires for euer Samll Reed Clerk to the Com[onrs]

[130] 1709 wee whose names are under written being a Committie for to Lay out Land for houce Lotts haue Layed out unto — henery humphres a houce Lott of four pole in front to the north westt and to the north Eastt three pole and to the — South Eastt four pole and to the South westt two pole and a half for which Land hee has payed the sum of four pounds in money The a boue sd purchas is to be Injoyed by henery humphres and his heires for euer

by order of the Commitie Samll Reed Cerk to Comoners

1709 wee whose names are under written being a Committie for to Lay out Land for houce Lotts haue Layed out unto Samuell martin a houce Lott four pole in front to the hye way to the Eastt ward and four pole to the westord and four pole to the north west and to the north Eastt four pole Joining to the wall and Land That was formerly Richard Reith now Elezer Ingalls for which Land hee has payed the sum of forty shillings The a boue sd purchis is to be Inioyed by Samll martin and his heires for euer

by order of the Commitie Samll Reed Clerk to the Comoners

marblehead. July 10. 1717. Laid out to the above named Samll martin by the [now] Committee of the Commrs Encroached land nere & adJoining to the above houce Lott two poles in front next the high wayes halfe a pole in the rear behind & halfe a pole on each side to the westward & to the east ward up & downe for which encroached Land he paid fourtie shills & the Said Land is sold to him & his hei[res] for ever pr order of the Said

Committee entred on record. Archd. Ferguson Commrs
& proprs Clerk

1709 Wee whose names are under written being a Committee for to Lay out Land for houce Lotts haue Layed out — unto John widyear senor a houce Lott three pole to the South eastt neare to the hye way on that side and to — the westord three pole from the Land of nickolas — pickett and to the north westt three pole and to the north E three pole Joining to the houce plot of the sd nikelles pickett for which Land hee has payed the sum of four pounds in money The a boue sd purchis is to be — Inioyed by John widyear senor and his heires for Euer by order of the Committee — —

Samll Reed Clerk to the Comoners

[131] 1709 Wee whose names are under written being a Committee for to Lay out Land for houce Lotts haue Layed out unto Richard meek a houce Lott near to nickolas Tucker houce from a great Rock att the South westt Corner of Sd — Tuckers stone wall of two pole and Six foott with in — Three foott of sd Tucker houce and adjoining to sd wall and from thence to the South eastt to a great Rock — Three pole in Length and to the South westt two pole and Six foot to the north westt fronting to the Street Three pole in Length for which the Sd Richard meek hath payed four pound ten shillings in money The a boue sd purchis is to bee Inioyed by Richard meek and his heires for euer by order of The Committee Samll Reed Clerk to the Comeners

1709 Wee whose names are under written being a Committee for to Lay out Land for houce Lotts haue Layed out unto francis haines a Small — pice of Land of thirty foott Square each way — bounded with the Land of Samll Reed on The westorne side and bounded with the Land That was formerly mr Lendalls on the South Eastt for which hee hath payed twellue Shillings in money The a boue Sd purchass is to bee Inioyed by frances hines and his heires for Euer — — by order of the Committee Samll Reed Clerk to the Comoners

[132] Marble head Aprill The 11 — — 1709

where as the Commitie for the Comoners for the towne of marble head being impowred by sd Comoners — for the year 1709 to sell house Lotts and Lett to Lease — Land for fih fences &c

haue Leased to mr Edward dimond of marblehead a fore Sd Shoarman all that great head of Land adJoyning on the north west side of Charls Iland in Littell harbo[r] wee haue Leased unto the a fare Sd Edward dimond his heires and assines all the a boue Sd Land for the Spac[e] or terme of fifty years from the date hereof — and for which the sd dimond his heires or assines duth Couenant and promise to pay unto the Sd Comoners or there orders the Sum of thirty Shillings Currant money of this prouince att or upon the aeightene day of aprill 1710 and soe yearly to bee payed — by Sd dimond thirty Shillings anually during Sd Leas and upon the non performance of paying Sd Rent as a boue exprestt then the Sd Leas to be forfeitid — and of no Efectt

Samll Reed Clerk to the

his make

Comoners

Edward E dimond

[133] Edward dimond Crettitt

1710

Aprill The 18 by [a] year Rentt —

01 10 00

may. 17th 1711, Received by Lt. Coll. John

Legg in behalfe of the Commrs. a years

01 10 00

rent according to the Lease on the other side

may. 9. 1712 Received of Edward diamond

thirty shills. for the Last years rent as by

01-10-00

his Lease on the other side—

march 30th 1713. Received of Edward Dia-

mond thirty Shills for the Last year rent

01 10 00

as by his Lease on the other side

April 2d 1714 Received of Edward Dia-

mond thirty shillings for his Last years

01 10 00

rent as by his Lease on the other side—

May 2d 1715. Received of mrs. diamond

widow thirty shillings for her Last years

01 10 00

rent as by Lease on the other side

[octobr] 21 1717 Then received of mrs. Di-

amond three pounds for two years rent

03..— —

from the 18 of April 1715. To the 18 of

April 1717. as by lease appears

April 18 1718	Then received of mr. Wm:	
	Diamond thirty shillings for rent of his	
	fathers fish fence as by Lease on the other	01.10.0[0]
	Side in full to the said 18th day of April.	
	1718. pd. Squire Norden } Judge[
[7br] 9 1719	Then received of mr. Wm. Dia-	
	monds wiffe thirty shillings for rent of his	
	fathers fish fence as by Lease on the other	01 10 00
	side of the booke. in full for the year 1718	
June 28 1722	Then Received of mrs Dia-	
	mond widow thirty shillings for rent of her	
	husbands fish fence in part for [one] years	
	1719	01-10-00
		<hr/>
		16-10.00
July th5 1725	Reseued of the weader Di-	
	mond in mony 30 ^s for one yer 1720	01-10 00
July 18 Day 1726	Reseued of mr Parkar	
	20 ^s in part of Rent	01-00 00
october the 31 1726	Reseued of the weadr	
	Dimond in part	01-00.00
	moer Creadett by a not paid by mr [Ho-	
	rane] and as you say —	03-00-00
		<hr/>
		23-00 00
Now the weador Dimond is bee hind of her		
Rent two pound & ten shileng and this year		
Rent beesids that will bee out Come the 11		
of Aprell 1727 Reckord w.th the weader Di-		
mond this 31 of otobr 1726		
1727 Juley 17th	Reseud of the weadr Di-	
	mond 40 ^s in [pt] twenty of it by Parkar	02 00 00
	and twenty Dimond	
1728 Juley the 29	by Cash Reseud of Par-	
	kar 20 ^s	01-00 00
1730 May th 6	Reseued in Cash by Cptn	
	Parker 20 ^s	01-00 00
1730 June th 20	by Cash Reseud by mr [ho-	
	ron] paid by the hands of Cptn Richard	
	Reith —	02-00 00

1731 the 14 Day esmber by Cash Reseud of
]horan[01 00 00
 1731/2 March 3th by Cash of Cptn park 20^s 01-00-00
 1733 Septembr th 5 by Cash paid to N Bou-
 ing 60^s by [Cash] 03-00-00
 1734 th 25 of March by Cash paid to N Bou-
 ing by [Cash] 01-10-00
 [134] Att a Comoners meeting Legally warned and mett
 att marble head Aprill The 24 — 1710
 mr Archabell furgison Chosen moderator:: Samll Reed
 Chosen Clerk to the Comoners and propyretors of the —
 ten akeer Lots for the year Insuing — —

voted That the Trustees that weare in the Lastt year are
 — impowred to gether in the money that is due to the
 Comoners for Trespass That is yett out standing being
 the sum of — four pounds and Three shillings — —

voted That The fenc. and gate betwne The farme and
 the — Comons are made up and keptt up This year In-
 suing by The Trustees upon The Comoners and propyrye-
 tors of The Ten akers Lots Charg — —

voted That Samll Reed Samll Martin and willam Stacy
 — are Chosen Trustees for The Comoners and propyrye-
 tors of the Ten aker Lots for this year Insuing To Luck
 aftor the Stint of neat Cattell and hosses This year In-
 suing and to ffollow — former orders and present orders
 made in This book — —

voted That no person shall haue Liberty to keep any
 neatt Catel upon the Comons or Ten aker Lots more Then
 hee has a Right Two upon The penalty of paying Twenty
 shillings pur head and — Thirty shillings pur head for
 euery hoss or hoss kind —

voted That Cornell John Legg Captt nathenell mr Rich-
 ard Skinner mr Richard Treuett bee a Commitie for to
 Coleck and — gether in The money That is due to the
 Comoners and and upon non payment To Sue Them att

any Cort That may bee proper To Try The same — —

voted That Cornell John Legg Captt nathenell norden
Captt James Smith mr Richard Skinner mr Richard Tre-
uett Captt John Caly and Samll Reed, are Chosen a Com-
mitie for to Lay out houce Lotts this year to the persons
— That haue petisioned for Them They agreeing with
The saied Commitie for The same — —

THE END

COL. TIMOTHY PICKERING'S ORDERS

To capt. John Symonds jun.

By virtue of an order of Council, I have this day
discharged capt. Ward's company of seacoast men sta-
tioned at Salem, & directed him to deliver the stores of all
kinds belonging to this town, together with the possession
of the forts & barracks lately occupied by him, to you.
You will therefore receive the same; and as soon as may
be make return to me of all the stores so delivered to you;
I also wish to know the exact number of cannon, the
weight of shot they carry, & number of balls for each, &
the quantity of ammunition, at the forts, & whether there
be any defects of sponges rammers &c. which it is neces-
sary to get supplied You will henceforward divide your
company in the manner most advantageous for guard in
all the three forts, the care of which, & of all the stores
belonging to them is now hereby committed to you.

Given under my hand at Salem the 18th day of
Novr. 1776.

Tim. Pickering jun. Colonel
—*Essex Institute Manuscripts.*

BOOK REVIEWS

FRANCIS PARKMAN, HEROIC HISTORIAN. By Mason Wade. 1942. 466 pp., octavo, cloth, illus. New York: The Viking Press. Price, \$4.50.

Mr. Wade, whose biography of Margaret Fuller was so well received and highly praised a year or two ago, has now given us another vital word picture of the historian, Francis Parkman. The author considers him not only the greatest historian that America has produced, but as a Brahmin of the Brahmins, he was the last great figure of that caste. From his writings on the French and English in America, he seems to be more highly regarded in Canada today than in his own country. His earlier biographers were too new to their subject to do him justice and the passage of time has increased source materials; also much that was barred to previous writers has been accessible to Mr. Wade. The chapters on Parkman in Rome, the Grand Tour and the Oregon Trail are especially interesting, and his portrayal of the life of this Puritan, who really disliked Puritanism, is given with a literary style which is appreciated in these days. Ill-health followed Parkman throughout his life and obliged him to spend many years in retirement, but he was a lover of heroes and he shaped his own life in the heroic mold. He inherited wealth from his grandfather which enabled him to live without financial worry and his family life was happy until the death of his son and wife. Mr. Wade writes, "It is the writer's hope that his own heritage of New England blood and the Catholic faith has enabled him to do fuller justice to a great New Englander who described with unknown impartiality the struggle between 'feudal, militant, and Catholic' France and 'democratic, industrial, and Protestant' England for domination of the New World." Parkman's books are now more widely read than those of any other American historian of his period, and we are greatly indebted to Mr. Wade for bringing his life to the attention of the public. Strongly recommended to all libraries.

ADMIRAL SIMS AND THE MODERN AMERICAN NAVY. By Eltinge E. Morison. 1942. 548 pp., octavo, cloth, illus. Boston: Houghton Mifflin Company. Price, \$5.00.

The life of Admiral Sims covers a most important period in the American Navy. He went to sea in 1880 in a 5000



ton wooden ship, and when he died in 1936, the American Fleet was a dominant factor in the balance of world power. Throughout his life he worked for a central high command though he never saw his goal fully realized and it was not until after Pearl Harbor that the then Admiral was given the kind of control for which Sims had long fought. The author pleads guilty of some arrogance in attempting, as a civilian, to write the biography of an Admiral, but the result is a book of much value and understanding of a military establishment in times of peace. It is the author's hope that this book will assist in providing for future naval reformers the kind of intelligent encouragement from the public which Sims and his colleagues did not always enjoy. Many of Admiral Sims' predictions have come true: "Merchant ships will have to be convoyed in fleets;" "The airplane carrier is the battleship of the future;" "We are hamstrung in the Pacific. I do not care what kind of a fleet you build, you cannot support the Phillipines. You could only do it by sustained operation—by taking islands as you go along—taking Guam and fortifying it and taking the others and fortifying them. You have got to have a base in the Pacific within a reasonable distance of the Phillipines." Mr. Morison has had the cooperation of many high navy officials and he has had access to the Admiral's private papers. Strongly recommended to all libraries, as it is of extraordinary interest at the present time.

A PURITAN TOWN AND ITS IMPRINTS. Northampton, 1786-1845. By Barbara Gilmore. 1942. 104 pp., small octavo, boards. Northampton, Massachusetts: The Hampshire Bookshop. Price, \$4.00.

This volume is small, but it represents a vast amount of work and the compiler is to be congratulated upon its completion. Other New England towns which supported presses in the early days should do likewise. The compiler has done a worthwhile job and all libraries should have a copy. The Hampshire Bookshop has published many creditable books at different times, a list of which is given at the end of the book. Recommended to all bibliographers.

I REMEMBER THE EMERSONS. By Mary Miller Engel. 1941. 185 pp., octavo, cloth, illus. Los Angeles: Times—Mirror Press. Price, \$2.50.

In writing the story of her life, the author has emphasized

her intimacy with the Emerson family in such a manner as to reveal many interesting hitherto unknown facts connected with the famous Concord family. She not only uses material furnished by Emerson's grandchildren, but she quotes from a collection of one hundred and fifty letters written to her by Emerson's children over a period of forty-five years. All bits of information in regard to the Concord literary personalities are worth gathering and this book is no exception. Recommended to all libraries.

THE OLD BAY PATHS, Their Villages and Byways and Their Stories. By George Francis Marlowe. Illustrated with Photographs by Samuel Chamberlain. 1942. 126 pp., small octavo, cloth, illus. New York: Hastings House. Price, \$2.00.

The author's clear entertaining text leads the reader on a delightful journey up and down the Bay Paths which lead from Cambridge, Mass. to Hartford, Conn. The beautiful artistic photographs of Mr. Chamberlain add materially to the attractiveness of the volume.

THE ANDOVER LIBERALS. A Study in American Theology. By Daniel Day Williams. 1941. 203 pp., octavo, paper. Morningside Heights, New York: King's Crown Press. Price, \$2.00.

When Andover Theological Seminary was founded in 1808, it was supposed to check liberalism and cement New England Calvinism. Until 1881, it succeeded in doing this, but all who lived through the eighties and nineties of the last century know about the struggle that was going on in Andover between the conservatives and the liberals. This book is a documentary story of those times and it will be of interest to students of American theological development and nineteenth century thought. It was one of the most dynamic stories of theological discussion in New England—the struggles of earnest men to make religion “work” and still retain its foundations intact.

EDWARD SYLVESTER MORSE. A Biography. By Dorothy G. Wayman. 1942. 457 pp., octavo, cloth, illus. Cambridge, Massachusetts: Harvard University Press. Price, \$4.50.

Those who were privileged to know Professor Morse will echo the words of Dr. Thomas Barbour of the Peabody Mu-

seum, Cambridge, in the foreword of this volume: "It is hard to understand why there has been no biography of Morse until this late date, for he was certainly one of the most loveable, versatile, and erudite members of the scientific community hereabouts. That this biography has been at last prepared as a labor of love is all to the good. It is even more satisfactory that it is entirely adequate." Born in Portland, Maine, in 1838, he had to make his own way in the world which proved to be the scientific world in which at first there was small compensation. But this eccentric, forthright Yankee character gained world-wide fame as a zoologist and as a popular exponent of Darwinism and the natural sciences. He was also famous as an artist, illustrating his books with hundreds of vivid sketches and enchanting audiences with blackboard drawings done at lightning speed with both hands simultaneously. He was an expert on Oriental ceramics: his book on the subject is still the chief authority, and his collection at the Museum of Fine Arts in Boston is the best in the world. He was also a great ethnologist: his books on Japan and China during the nineteenth century are classics. Finally he was a great museum builder, Agassiz's assistant in the opening of the Museum of Comparative Zoology at Harvard, one of the founders of the Peabody Museum of Salem, and the founder of the Zoological Museum at the Imperial University in Tokyo. Everyone who remembers this noted scientist will wish to read this biography in which Mrs. Wayman has skillfully blended the humorous and the serious. His scientific studies have been superseded, his books may be forgotten, his name will fade from men's memory, but as long as children pass with wondering eyes through museums in Tokyo, Boston, Cambridge and Salem, the warm heart of Edward Sylvester Morse will fulfill its mission. Strongly recommended to all libraries.

AMERICAN PIONEER ARTS AND ARTISTS. By Carl W. Dreyer with Foreword by Rockwell Kent. 1942. 172 pp., quarto, cloth, illus. Springfield, Massachusetts: The Pond-Ekberg Company. Price, \$4.00.

Here is another volume on primitives, which seems to explode all kinds of theories heretofore advanced. It is a textbook that is a gold mine of information for all who own early American pictures or collect them or even for dealers. The author, who is an etcher and artist of ability, traces the pictorial art movement in America from first to last. He claims

that what we have been calling primitive art is not primitive at all but that they were concrete and spontaneous expressions, and that they were often painted by children. There are chapters on teachers of art, pioneer landscapes, genre paintings, portraits, sculptures, carvings, castings, and plastics, stencils and folk art in America. A useful bibliography of early American art books including graphic arts, is also given. The illustrations are numerous and fascinating and the book should be on the "must" list of all museums, reference libraries and collectors. Mr. Drepperd suggests that others study and write the history of the rise and progress of pioneer American art in their communities.

VIRGINIA IS A STATE OF MIND. By Virginia Moore. 1942. 332 pp., octavo, cloth. New York: E. P. Dutton & Co., Inc. Price, \$3.00.

This is a most unusually fascinating book, written by a Virginian of the Virginians, but by one who has sufficient sense of humor to tell her story impartially. Her interpretation of the mind and spirit of her state is unique and captivating and her stories, especially in the chapter on the Civil War, make the book good reading. It is the biography of a State from the beginning. The emphasis on values is individual character and conduct, which she holds to be the heart of Virginia culture, and character, she avows, is what the whole nation needs today. "Character—old—fashioned, new—fashioned, beyond fashion. It is the one hope." A thought-provoking book, which will be read with interest both North and South. Recommended to all libraries.

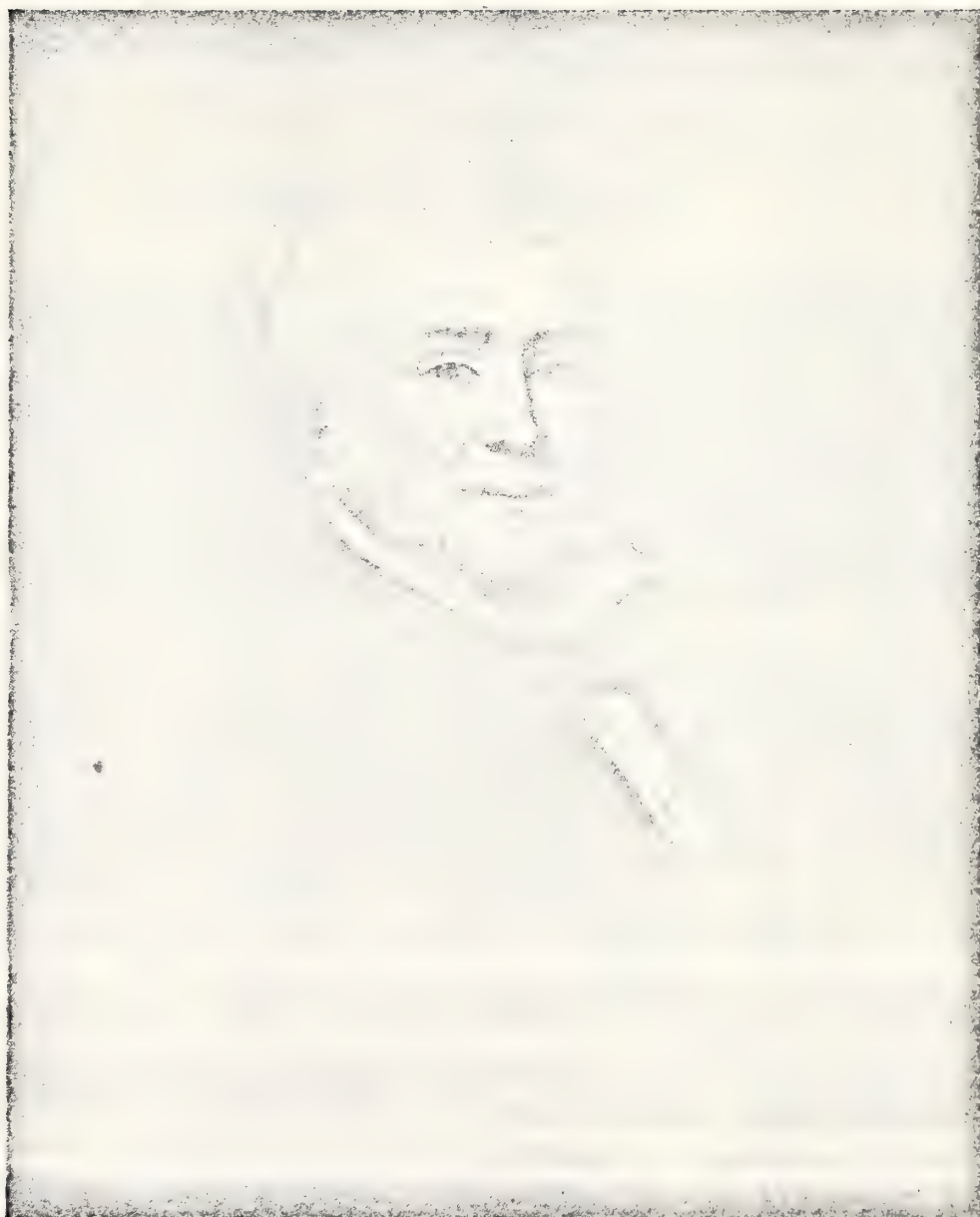
MASTER MARINER OF MAINE. Being the Reminiscences of Charles Everett Ranlett, 1816-1917, as told to his son Frederick Jordan Ranlett, with Additional Chapters by his daughter Susan Alice Ranlett. An Introduction and Notes by his grandson, L. Felix Ranlett and Notes by Lincoln Colcord. 1942. 145 pp., large octavo, cloth, illus. Portland, Maine: Published for the Penobscot Marine Museum, Searsport, Me. Price \$5.00.

This is the fourth publication brought out by the Penobscot Museum, and is one of the most interesting. Captain Ranlett lived to be one hundred years old, a resident during the latter years of Newton, Massachusetts, although his seafaring life was connected with Maine ports—Camden, St. George, Thomaston and other places. His experience on

sailing vessels forms the main theme of the book and it will be read with enjoyment by all who love the sea. The Appendices are reprints of newspaper articles on "The Sunbeam's First Voyage," and "In the Nautilus to Greenland" written by Captain Ranlett's daughter: "Chapman & Flint," ship-builders of Damariscotta and Thomaston, Maine, contributed by Lincoln Colcord; "Samuel Hartt Pook," the ship designer, also by Mr. Colcord; and a reproduction of a protest of the barque "Asterias," in England. To all interested in the real source material of our nautical literature, this book will come as a unique work, bearing the stamp of individuality and authenticity. Lincoln Colcord writes of Captain Ranlett. "An obscure boy from a farm on the Maine coast, without influence and with nothing but his native ability to carry him on, he first went to sea in coastwise schooners, came in through the hause-hole to the deep water service, and quickly rose to an important command and a responsible position in the mercantile life of the era.... It was a regime of high standards and stern demands, and out of it came men of sterling character, of liberal self-education, of efficiency that had passed the final test and personality developed to the full." Recommended to all libraries.

THE ADMINISTRATION OF THE AMERICAN COMMISSARIAT DURING THE REVOLUTIONARY WAR. By Victor Leroy Johnson. 1941. 238 pp.. octavo cloth,. Philadelphia: Privately published by the author, Allentown, Pennsylvania.

Just at this time when feeding the army is of great importance, this volume showing how primitive were the methods used during the Revolution is especially interesting and timely. Mr. Johnson has done a very thorough job, the book is fully documented and is a fine contribution to one of the important aspects of the Revolutionary War. From the time when the troops assembled at Cambridge with no apparent system as to how the army should be fed until the close of the war when commissary generals had charge of the expenditures for foodstuffs, there were one hundred seventeen million dollars spent for this department. This is a reference book of no mean importance and should be in every library in the country. A full bibliography and an adequate index are included.



EDMUND MARCH BLUNT
(1770 - 1862)

From the portrait owned by his great-great grandson G. W. Blunt White

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EDMUND MARCH BLUNT.

BY RUSSELL LEIGH JACKSON.

In presenting a brief sketch of the life and business career of Edmund March Blunt, the story of a many-sided genius reveals not only one of the most eminent hydrographers and navigation authorities of his time but a successful journalist and newspaperman, publisher of books and pamphlets, pioneer in the circulating library system and a popular exponent of display advertising of the type more familiar to the reader of today than in the early years of the nineteenth century.

The answer to the multitudinous activities of this unusual man may be found in an interesting heredity, or it may well have been that his native brilliance and ability led him into fields of endeavor which allowed him to take full advantage of opportunities, with the result that he became one of America's outstanding men.

Edmund March Blunt was born in Portsmouth, N. H., June 20, 1770, one of the twelve children of William Blunt and his wife, Elizabeth March, daughter of the Reverend Edmund March, for whom he was named. New Hampshire was still a colony of Great Britain when Blunt made his appearance in the ministerial household of his grandsire. Nearly a century later when he left the world, his native colony had become one state in a republic of many states, unfortunately at that time disrupted by fratricidal war and rebellion.

In the ancestry of Blunt there was a curious comingling of the salty tang of the sea and the studious and learned atmosphere of the manse. The clergy is well represented on both sides of the family. His paternal grandfather was the Reverend John Blunt, minister at New-

castle, who made an illustrious union when he allied himself in marriage with the house of Pepperrell for his wife was one of the comely daughters of Chief Justice John Frost and a grand niece of the celebrated New England baronet, whose part in the reduction of Louisburg is noteworthy. It is interesting to recall that the minister's son, John, uncle of Edmund March Blunt, is credited with having steered the boat which carried Washington across the Delaware.

On the distaff side, he had another grandsire in the ministry and through the March line inherited the bold strain of the Halls of Dover and Greenland, which found expression not only in the March family but also in the Jacksons and Pierces of Portsmouth.

The exact date of Blunt's arrival in Newburyport is not clear and just why he chose that town in which to launch his business career is equally uncertain. It may well be that his brother-in-law Jeremiah Wheelwright was the guiding influence. In any event, he was there early in 1793 when he opened a bookstore on State street, a few doors below the Wolfe Tavern. It may have been due to the theological background that he called it "The Sign of the Bible." The store was a modest beginning and in the hands of another proprietor might have remained obscure, but Blunt, even at the age of twenty-three had an ambition that was to carry him well beyond the sedentary stall of the book-seller.

He apparently had always had journalistic instincts and it was natural that he should turn to newspaper and book publishing. In May, 1793, he saw the opportunity to enter the newspaper field and formed a partnership with Howard S. Robinson in the publication of the *Impartial Herald* under the firm name of Blunt and Robinson.

This newspaper which was the journalistic ancestor of the old Newburyport *Herald* as it was known for generations and under which it appeared for the last time on October 2, 1915, was printed on a hand press which Blunt, according to tradition, bought from Benjamin Franklin for forty dollars. This press was in operation for many years and eventually came into possession of the late Major Ben: Perley Poore, writer and journalist, of Indian

Hill, West Newbury, and is now owned by the American Antiquarian Society. A generation ago one of Blunt's great-grandsons on a visit to Newburyport saw the press and was asked to run a piece of paper through it so that it could be said that it had been used for four generations.

At first the *Herald* was delivered to subscribers every Saturday and under the careful management of this man, who was not only a good journalist but an excellent business man, it became one of the best-known newspapers of its time. The partnership lasted until April, 1794, when Robinson withdrew to publish the *Morning Star*, first alone and then with Benjamin Tucker. Blunt did not like the idea of competition, so eight months later, in company with his cousin, Angier March, under the firm name of Blunt and March, he purchased the *Morning Star* and united it with the *Impartial Herald*. Although it adds little to this narrative, it may be noted that at this time the newspaper office was removed from State to Middle street and the publication came out twice weekly, on Tuesday and Saturday. "Useful, entertaining and free from partiality" was the guarantee that Blunt and March gave to their public. The combined *Herald* and *Star* filled a popular demand and the subscribers continued to increase. Despite this fact, Blunt gave it only one more year of his busy life. In 1795, he sold his interest to March, who continued to publish it alone until he united it with a smaller paper called the *Political Gazette* the following year and changed the name to *The Newburyport Herald and Country Gazette*.

Without doubt the reason why Blunt quit the newspaper field was because of the constant and steady growth of his book publishing business. When he first began to publish books in a small way soon after he opened "The Sign of the Bible," he brought out more or less as an experiment, we may believe, "The Village Curate." This seemed to prove an instant success for it went through more than one edition, and was soon followed by the eleventh edition of Nicholas Pike's "Ready Reckoner or Trader's Useful Assistant." Pike was the well-known author of the arithmetic and ranked in reputation with Michael Walsh, his contemporary, whose own work "A new sys-

tem of mercantile arithmetic adapted to the commerce of the United States in domestic and foreign relations" was published by Blunt in three editions. For several years thereafter his publications continued to pour from his press and in rapid succession came Joseph Dana's "Sermon on the ordination of Rev. Daniel Dana"; a treatise on "Public Thanksgiving" by the Rev. John Andrews of the First church in Newburyport, and in 1797 one of the prize publications of the year, Joseph Guiney's shorthand translation of eighteen sermons of the Reverend George Whitefield, the eminent English preacher and revivalist, who died while in Newburyport, as well as the revision of the same sermons by the Rev. Dr. Andrew Gifford and Dr. Isaac Watts' "Plain and Easy Catechism for Children." Blunt also published for Matthew Carey of Philadelphia "The beauties of the late Rev. Dr. Isaac Watts." The author of the stirring hymns so familiar to our grandsires was well publicized in Newburyport. Among the other interesting books that came from the Blunt press may be mentioned "The death of Abel" in five books from the German of Salomon Gesner by Mary Colly, to which was added "The death of Cain" in five books. The latter is the book, in one copy of which in the Newburyport Public Library, is the counterfeit bookplate of George Washington.

I have made no effort to name these publications in chronological order as there were, quite naturally, many of which there is either no record or an obscure one to say the least. Moreover, the mere recital of the titles of these books and pamphlets is of no particular interest other than to show the type of reading matter that apparently interested the public at that time.

Blunt's growing interest in works of a nautical and maritime nature was yet to find expression in the publication of Bowditch's "Practical Navigator" and his own "American Coast Pilot" which gave him fame in the initial scene of his endeavors and later in New York City.

Just before the close of the eighteenth century Blunt turned his attention to a somewhat novel plan for the dissemination of literature—the circulating library—and in this he may well be termed a pioneer, despite the fact

that they had been in operation in several places for over half a century, Benjamin Franklin having started one in Philadelphia as early as 1732 and George B. Osborne experimenting with the idea in Newburyport in 1794. It was a unique and exceptionally satisfactory way of catering to the literary needs and reading demands of the public, for many of the poorer classes were unable to purchase books, yet had a keen and absorbing desire to read. Blunt made the announcement of the opening of the circulating library in his usual manner, through the medium of the press and the following appeared in the *Newburyport Herald*:

The subscriber having had repeated applications from several ladies and gentlemen of this town and vicinity for the loan of books has with the assistance of several donors formed a circulating library consisting of 1500 volumes on such principles and regulations as he hopes will be satisfactory to them and beneficial to himself.

Sensible that a selection of useful books is calculated to inculcate the precepts of virtue he will esteem it a favor for any person to recommend authors whose writings may tend to instil those principles into the mind and their works shall be immediately added.

Books of innocent entertainment also form part of the library which likewise have some pretensions to utility for which they serve to relax the mind from too serious employment they may be rendered highly subservient to the purposes of morality. Every new work will be added to the library as soon as published and from it no book will be sold.

Wishing to merit the approbation of the public,

I am with respect
Their Humble Servant
Edmund M. Blunt

The library had a modest beginning but soon grew. The year following its opening there were 1500 volumes available to the reading public; in 1800 there were 1800 volumes and two years later there were 3000. Books were delivered to customers at any hour between five o'clock in the morning and nine o'clock in the evening, and among the authors whose books were deemed worthy of a place upon the library shelves were Voltaire, Addison, Rous-

seau, Jefferson, Goldsmith, Smollett, Sterne and Tom Paine. There was a very strongly divided opinion in Newburyport regarding the respectability of Paine's works, and Blunt must have risked a bit of his good reputation in allowing the "infidel's" writing to go out from his establishment.

Despite the fact that Blunt kept his "nose to the grindstone" as the saying has it, he surely had his lighter moments and romance entered into his life quite naturally. In fact it would seem that he must have been successful in business from the very beginning for less than a year after he opened "The Sign of the Bible" he felt sufficiently secure financially to marry. On October 4, 1793, he took as his wife Sally Ross, daughter of Capt. David Ross, an English army officer who had died some years before. Sally was a charming girl and while unfortunate in having been left an orphan at an early age, she had had the advantage of a home in the family of Tristram Dalton, one of the great men of Newburyport, and fell easily into the cultural atmosphere of the Dalton household. An interesting, albeit unfortunate, incident occurred while young Blunt and his bride were enjoying their honeymoon. Legend has it that they were driving along in a gig and in order to spur the horse on to a little more speed, the young man snapped his whip which struck Sally in the eye, blinding it. The result of this catastrophe is quite noticeable in the portrait of Sally Ross Blunt which portrays the drooping eyelid.

As may be easily surmised, Blunt retired from newspaper publishing in order that he might devote his time to the conduct of his book shop and to the publication of the "American Coast Pilot," with which his name has become so closely associated. For many years he had been interested in the commercial prosperity of the young nation and he knew how important it was that ships to and from America should be assured of safe entrance and clearance. There were other navigation guides emanating largely from European sources, all of which contained, as Blunt said, many errors, which did not impress the navigator with that sense of reliability which he should have had at all times. Blunt recognized the necessity of

publishing a guide that would answer that purpose and correct the errors already in print. It was for that reason that the "American Coast Pilot," Blunt's lasting memorial, first saw the light of day and it was in Newburyport that it made its debut, although later associated with him in New York.

The first edition of the "Pilot" came out in 1796, presumably the work of Capt. Lawrence Furlong, of Newburyport. At least, the title page names Capt. Furlong as the compiler. Authorities differ as to the part that Furlong played in the compilation of this book.¹ The question has even been raised as to whether or not there was a Capt. Furlong, the inference being that Blunt used the name as a pseudonym to cloak his own activities, the presumption being that the word of a sea captain would inspire greater confidence than that of one who was not too familiar with maritime matters. I shall not presume to give an opinion. There was a Captain Lawrence Furlong living in Newburyport and while he may not have been the author of the "American Coast Pilot" he may well have allowed his name to be used by Blunt, until the reliability of the book had been proved and its popularity assured. It is interesting to note that in the eighth edition, which was published in 1815, Capt. Furlong's name is omitted.

In any event the first edition of the "American Coast Pilot" came out with the following announcement in the *Herald* by Blunt:

The American Coast Pilot containing the courses and distance from Boston to all the principal harbours, capes and headlands included between Passamaquaddy and the capes of Virginia with directions for sailing into and out of all the principal ports and harbours with the sounding on the coast; also a Tide Table shewing the time of high water at full and change of the moon in all the above places together with the courses and distances from Cape Cod and Cape Ann to the Shoal of Georges and from said capes out to the south of East channel and the setting of the current on the eastward and

¹ Ensign Laurence Carton in his thesis on "The Blunts...." (on file in the Princeton University Library) goes into the subject of Capt. Lawrence Furlong at some length.

westward; also the latitude and longitude of the principal harbours capes and headlands, &c by Capt. Lawrence Furlong. Also courses, directions distance, etc. from the capes of Virginia to the River Mississippi from the latest surveys and observations. (Approved by experienced Pilots and Coasters) The first edition printed at Newburyport by Blunt and March. Sold by them and the principal bookstalls in the U. S. 1796.

The "Pilot" was an instant success and sold rapidly and the second edition made its appearance two years later. From 1796 until 1867 the "Pilot" regularly made its appearance, ever gaining recognition not only from the United States government and the principal navigators of America but from foreign countries as well.

The fame of the "Pilot" spread rapidly and it was not long before it came into use in practically every maritime nation in Europe. The interesting incident is told that the Grand Duke Alexis of Russia familiarized himself with it while serving as a young man in the Imperial Russian navy and that it was an accepted textbook for all young naval officers. Blunt was a scrupulous man and meticulous and he did his best to produce a guide that would justify the minimum of criticism. He felt that the book was worthless unless it was reliable and correct in every detail.

It may well be that his notable quarrel with James Akin, the Newburyport engraver, grew out of his insistence upon detail, for it is said that Akin, who had been engraving Blunt's charts, had displeased his customer because of faulty work. The story goes that Blunt berated Akin because of the failure of the latter to do something as Blunt wanted it done and a quarrel ensued during which Blunt, who apparently possessed a high temper, seized an iron skillet and threw it at Akin's head.

Of course, he missed his target or the results might have been more serious, and Akin in revenge sketched a caricature of Blunt in the act of throwing the skillet and sending it to London ordered it to be reproduced on various articles of crockery, particularly on chamber vessels. When the first shipment arrived in Newburyport, Blunt's friends bought as much of it as they could and destroyed it. Nevertheless, some pieces escaped and are in existence



INFURIATED DESPONDENCY

today. Hundreds of broadsides bearing the caricature also were printed and distributed here and there. The incident while it appears humorous today was a very serious matter at the time and probably was instrumental in causing Akin's removal from Newburyport, for naturally Blunt brought suit, which, however, he lost. Akin must be remembered for considerably more than his caricatures for he was an exceptionally fine engraver and his bookplates are a good example of his work. His plate of Ichabod Tucker of Salem, one of which is owned by the writer, is among the outstanding plates that emerged from his engraving block.

Meanwhile Blunt turned his attention to another book on navigation which was to achieve fame and which is still in use—"The American Practical Navigator." The Practical Navigator from the pen of J. H. Moore, an Englishman, had been published in England since 1772 and Blunt felt that it should be revised and corrected. Nathaniel Bowditch of Salem, a mathematical genius, was the very man to do it and it is supposed that Blunt advised Bowditch to make up the first American edition of the "Navigator" which came out simultaneously with the thirteenth British edition in 1799. Blunt's first edition did not bear the name of the author but subsequent editions gave the credit to Bowditch, who is characterized as a "skilful mathematician and navigator." Blunt published it first for Cushing & Appleton and later there was another printing for West & Greenleaf, all of Salem. Bowditch needs no introduction, for his name has become a household word to all interested in navigation. It is an interesting fact that the "American Practical Navigator" should have been published by Blunt, whose own fame as the publisher of the "Coast Pilot" has grown with the years. It is needless to say that a strong friendship developed between Bowditch and Blunt and the latter named his youngest son, who became well known as a member of the New York bar and district attorney, for the mathematical genius.

The first decade of the nineteenth century saw Blunt firmly established not only as a successful publisher but also as an authority on books on navigation and kindred

subjects. His store on State street in Newburyport had become the mecca for the literary-minded of the town; in fact, his trade had spread far beyond the confines of the old seaport and Blunt felt the advantages of a larger community calling, and calling so strongly that he could not fail to heed them. Sometime during that year he made the decision and perhaps with a tear in his eye, for his associations in Newburyport had been as enjoyable as they had been strong, he departed for the American metropolis where his opportunities grew with his advancing years. Before leaving he brought out two books which should be mentioned; one, "A eulogy on the life of Gen. George Washington" by Thomas Paine (later Robert Treat Paine, son of the signer of the Declaration of Independence); the other, "A Compendious Medical Dictionary." The latter proved of great assistance to the medical profession and was used for many years.

Blunt's residence in Newburyport was not particularly spectacular. He apparently entered little into public life and felt no urge to influence people beyond the medium of publishing a good newspaper and worthwhile books and to make both available for the benefit of his fellow men.

It would no doubt be unkind to infer that Blunt was activated purely by the profit-motive, yet he must have made more than a good living. Apparently he had no inclination to serve his fellow-townsmen in public office and there is no doubt that he could have held office had he so chosen. His name does not appear upon any of the directorships of any charitable or humane society, yet he was liberal and many a poor individual felt his generosity.

Before transporting Blunt to New York, it would be well to bring out another facet in his many-sided character—his love for and firm belief in advertising, not in the manner in which it was done in his day by the majority of merchants who had anything to advertise, but in the spectacular displays which he inserted in the newspapers. We are not surprised today to see a full-page advertisement in the press, but in the early years of the last century it was almost a rarity. Yet Blunt, ever ahead of the times, tried out this method of bringing his wares to the attention of the public. He disdained the single

column notice and spread his story of what he had to offer over a full three quarters' of a page. It was an innovation to say the least, and perhaps was the forerunner of the advertising methods of today. And so it would appear, too, that in the advertising field Blunt was a pioneer. The issues of the Newburyport *Herald* for January, 1801, display these advertisements, two of which are quoted, the first because it gives an idea of what Blunt sold and the second for the similarity to some of the nationally-advertised products of today. It takes little imagination to picture the radio announcer of 1943 making a somewhat similar profession of the remarkable efficacy of his product.

Edmund M. Blunt has for sale at the Newburyport Book Store State street, a general assortment of books and stationery cheap for cash, ink powder by the groce or dozen, writing and wrapping paper, quills, etc., also one sett of the American Encyclopedia.

Later the following appeared:

Edmund M. Blunt has just received and has for sale at the Newburyport Book Store the best of 4 to Post Paper—Dillworth's Spelling Books—inkstands of various kinds—penknives—Baptist hymns—Greek testaments—Federal songster, a new publication—Ladies' Pocket Memorandum books for 1801—cases of instruments—a/c books, &C.

Also the celebrated aromatic paste for teeth and gums. This paste will on using be sensibly perceived to brace up and strengthen the fibres and with a little continuance will perfectly cure the scurvy in the gums, changing them from that livid disagreeable color to a fine pale red, occasioning them to grow firm and close to the teeth so that those teeth which were before loose and ready to drop out will become entirely fast and steady and from being black and foul will make them appear white and beautiful. It likewise prevents the teeth from growing rotten, keeps such as are decayed a long time from growing worse and takes off all disagreeable smells from the breath which generally arise from scobutic gums and bad teeth. It has a beautiful aromatic taste and flavor. Price 50 cents per box. Prepared only in America and at the store of Samuel H. P. Lee, New Haven.

Method of using: After washing the teeth and gums clean dip your brush into the paste and take about as much as will lie on the point of a penknife and rub the gums and teeth free-

ly until it has removed every impurity. This do every morning and wash it off with water.

Upon his arrival in New York City Blunt announced the opening of his place of business, "where charts and pilots for every part of the world, nautical books of every description, sextants, circles, quadrants, spy glasses, compasses and every nautical and mathematical instruments requisite at sea may be had on the most reasonable terms." By this time the "American Coast Pilot" which made its appearance in 1797 with 122 small octavo pages had increased considerably in size. By 1815, he was claiming the entire authorship of the valuable book and The Chart and Quadrant Store became a vital factor in the lives of merchants and all who had anything to do with maritime affairs. The store was at one time (perhaps its first New York location) at 202 Water street, Beekman Slip. In 1827 he was located at 154 Water street at the corner of Maiden Lane. In 1816, William Hooker, who had done engraving for him in Newburyport, joined him. This was the same Hooker who had made the New and Improved Chart of the Gulf and River of St. Lawrence in 1808. One of his outstanding books in 1817 was the "Strangers Guide to New York City."

Blunt was now nearing the half-century mark and he was fortunate in having associated with him in his business his two sons, George W. Blunt and Edmund March Blunt, jr. The latter became noted as an hydrographer and made the first accurate survey of New York harbor at the age of seventeen. Three years later he made the first survey of the Bahama Islands and the Shoals of George and Nantucket.

In 1824 he ran the line to New York harbor from Barnegat to Fire Island. He also ran the line of levels from the River San Juan to the Pacific Ocean for a canal on Nicaragua, as well as a survey of Long Island sound from New York to Montauk Point. He was also the proposer and advocate of Fresnel's system of signal lights and lighthouses and is credited with being the inventor of the dividing engine. All of this, naturally, added to the prestige of the House of E. & G. W. Blunt as it was known for many years.

Blunt lived to a ripe old age, dying in Ossining (Sing Sing), New York, on January 4, 1862, in his ninety-second year.

He was fortunate in his family, his sons having achieved distinction. Two of them, Joseph, the eldest and Nathaniel Bowditch, the youngest, were noted members of the legal fraternity and both served as district attorney. Edmund, jr. was famous as an hydrographer and George William was the eminent authority on geodetic survey. Eliza Carlton Blunt, the oldest daughter, married William Hooker, the engraver, and Sarah Ross Blunt, the youngest, became the wife of Charles E. Miller.

George W. Blunt, the second son, at the age of fourteen, determined to do what I have an idea his father had wanted to do in his early years—run away to sea. He went twice around the world in a sailing ship before he was twenty-one. On his last trip back from England he was mate of the vessel that was bringing his future bride and her father to America. They struck such bad weather that they were obliged to put into a port and the romance is that the first time that the young lady who was to become his wife spoke to him was when he was helping her off the ship in such a jaunty manner that she turned to him and said, "I will thank you, Mr. Blunt, not to throw me into the water." They were married not very long after the arrival of the ship in this country on the condition that Blunt would give up the sea, which, of course, he did.

One of the senior Blunt's granddaughters, a daughter of his daughter Sarah Blunt Miller, was an extremely well-known pianist and when Rubenstein was visiting this country he heard her play and was so impressed that he sat down on the piano stool and played with her, affording her a very signal honor.

Thus, we draw the curtain on the life of an active man, a man who had an ambition and a goal and achieved both. He was a distinguished product of Essex county, as have been so many before and since, and while his fame has receded with the passing years, the story of his life, even brief as this discourse may be, is worth telling and Edmund March Blunt is worthy of a place in the annals of the nation which he helped to build.

THE PACKET SHIP "BOSTON" OF GLOUCESTER.

BY ALFRED MANSFIELD BROOKS.

Harvey Coffin Mackay of Gloucester, Captain of the Packet Ship, *Boston* sailed from Boston to Charleston where he took on a cargo of cotton for Liverpool. The tragedy which befell the *Boston* is herewith described as taken from the ship's journal.

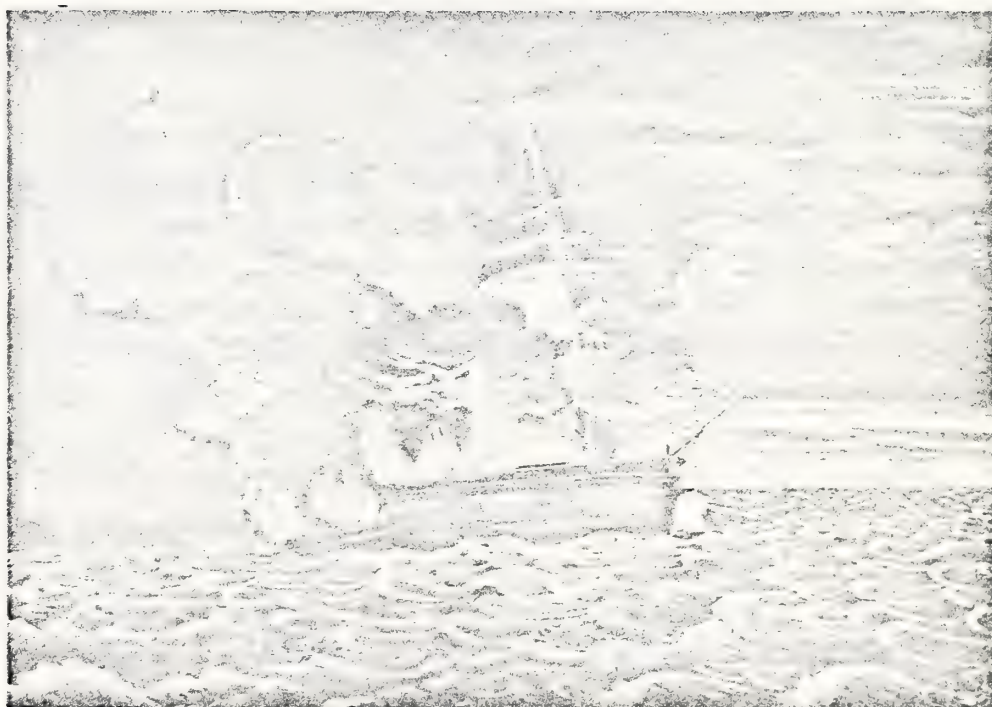
The picture of the burning is accounted for by the following extract taken from a letter dated Boston, August 15, 1869, written by the First Officer of the *Boston*, at the time of the disaster, Elias Davis Knight. "The picture (a water-color 20" x 28") was drawn the same year by Mr. Lane (Fitz Hugh Lane, 1804-1865, well-known Gloucester artist) from a sketch I (Captain Knight) made soon after the disaster, aided by one of the passengers, Charles Osgood Esq., afterward a distinguished portrait painter (of Salem.) Mr. Lane had made no pretension of course at this time as an artist and probably had received no instruction."

Extracts from the Journal follow:

"Charleston towards Liverpool
"26th day of May, 1830.

"Commences with fresh breezes and squally weather at 1 P. M. Squally at 2 P. M. Heavy rain which continued until sunset. At 8 P. M. forked lightening in S. West, and dark & heavy clouds rising from the Westward. At nine the wind hauled to the westward. At ten a heavy cloud began to rise in the S. W. At half past ten sharp lightening. Clued up the top gall. sails and hauled up the mainsail. At 11 P. M. very thundering and sharp lightening. The second flash struck the ship, burnt the main hatch and knocked down the steward, Isaac Hopkins, a sailor. Filled the ship full of electric fluid. We examined the ship immediately & searched to ascertain if the masts were injured, or if the lightening had passed through the deck, but the main mast appeared uninjured. A





THE PACKET "BOSTON," OF GLOUCESTER

bright corposant setting on each royal mast head. We single reefed the main topsail and were about to land the mainsail when we found the ship to be on fire. We immediately cleared the main hatch and after hatch to get at the fire and commenced heaving the cotton overboard out holes in the deck, and plied water in every direction but all in vain. The ship's main hold was on fire fore and aft on both sides burning like tinder. Our only alternative was to clear away the boats and get the most part of the crew and passengers at work keeping the fire down as much as possible by drawing and heaving water, the scuppers being stopped up we hove the water casks over holes in the deck and main hatchway and starting the water but all to no good purpose for before we could get the long boat over the side the fire had burst through the ships deck and out the larboard side. The flames raged with such violence and consumed the vessel so quick that nothing could be saved from the wreck. We got about 40 gallons of water, and provisions sufficient on a short allowance to keep the passengers and crew alive for three weeks. Almost everything else was burnt up in the ship, even the money, watches and cloathes all destroyed."

"At 3 A. M. the main and mizzen mast went over the side, At half past three the passengers and crew were all in the boats. The flames had then reached the forecastle and the ship was one complete flame of fire fore and aft. The passengers had exerted themselves to the utmost to assist us. The officers had with unwearied exertion, coolness and persevering activity done all that men could do, and the ships crew worked like horses and behaved like men, but all would not do. About three hours time had changed one of the best ships that ever swam the ocean to a complete volcano. And twenty persons cast adrift on the ocean. The cabin passengers were Admiral Sir Isaac Coffin and servant, Dr. William Boag and his sister, Miss Ansella Boag, Mr. Neil Mackneil and Mr. Samuel Osgood. The sea was running high, and raining. Every person drenched through with water. In this situation the constitution of Miss Ansella Boag, the only lady passenger soon gave way. This aimable young lady's firmness of conduct is worthy of the highest praise. At

the first alarm of fire and during the whole dreadful scene to the divine will of her God she submitted without a murmur and, at eleven o'clock in the boat, she died in the arms of her brother thanking him in the most affectionate manner for his kindness, and giving her blessing to all. On the following day she was buried with the church service, our situation not admitting of the corpse being kept longer in the boat."

"We remained in the boat near the fire of the wreck two days and at 4 P. M. May 28th were taken aboard the brig *Ida* of Liverpool, Capt. Barnaby who with his officers and crew treated us with every kindness and attention. We remained on board the brig *Ida* two days, then Sunday morning, May 30th, falling in with the brig *Camillus* of Boston Captan Edes was good enough to offer us a passage and receive us aboard, and Tuesday, June 1st, at 4 P. M. we all landed safe on India Wharf in Boston."

EAST INDIA VOYAGES OF SALEM VESSELS BEFORE 1800.

BY JAMES DUNCAN PHILLIPS

In this list has been included all voyages to the Cape of Good Hope, or east of it, which were planned and launched by merchants in the Salem Custom House district comprising Salem and Beverly, whether or not the vessel ever returned. They are arranged chronologically by the date as near as obtainable when the vessels left Salem or other ports bound eastward. Ships belonging to Salem merchants reported in the East are included regardless of whether they sailed from or returned to Salem. It is feared that there may be other voyages of this sort of which no traces have been found.

In all of this period one cannot escape the conclusion that in daring initiative, willingness to take risks and the skilful execution which resulted in great success, Elias Haskett Derby stood head and shoulders above all the rest. He tried the experiments in sizes and kinds of vessels and varieties of cargo to be sent and brought home, which developed the profitable lines of trade and which enabled less skilful and daring men to succeed. He also shared his knowledge with all, generously and freely. He had a peculiar genius in developing the best captains and the list of the successful merchants of the next two decades is largely a list of his captains. Among these captains who sailed three or more voyages to the East for him were Nathaniel Silsbee, Stephen Phillips, Benjamin, Jacob and George Crowninshield, jr., Jonathan Carnes, Benjamin and George Hodges. Many others sailed two voyages. The Crowninshields were his nephews and really part of the family tradition.

If there ought to be a memorial to any man in Salem, it is to Elias Haskett Derby. He reorganized ship-building here and brought in our greatest ship-builders. Most of his ships were built here. His vessels came and went from Salem. They were commanded by Salem masters and manned by Essex County boys. He lived in

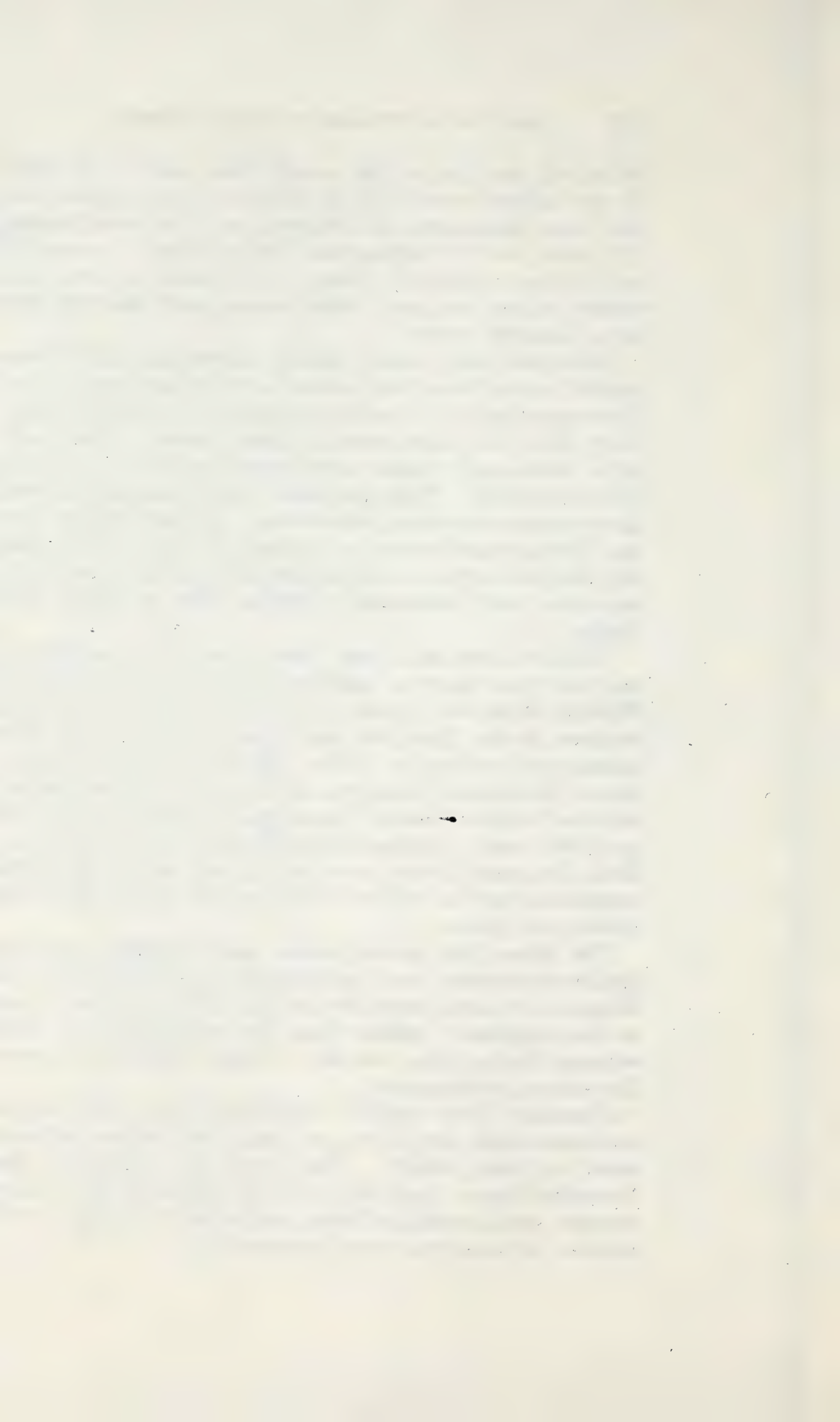
Salem all his life and his wealth was spent in the city. To his initiative and that of his son we are indebted for the Town House and the Common as it has been the last 150 years and it is fitting that Derby Wharf is preserved as his great memorial. Due to his initiative more than to that of any one man, Salem was a great and rich city for a hundred years.

More than any others, George Crowninshield & Sons carried on the Derby tradition of serving their native city. Their great period of activity, however, was a little later. They built their ships here to a great extent. Their captains were largely Salem men though mostly of their own brilliant family. They had their wharf here and started their voyages here to a large extent. No one can say that the Crowninshields were not proud of their city or that they did not serve it well but not with quite the same unequivocal and impersonal affection that prompted Mr. Derby.

William Orne and John Norris were able merchants, and did their share in building up the city's prosperity. William Orne was a pioneer in Arabia and John Norris's ventures in the East gave him great interest in the first missionary ventures in India. He was a founder of Andover Theological Seminary, built to train missionaries, and the beautiful South Church built in 1805 and burned in 1903 was a monument to his generosity and taste. Both Orne and Norris were of the old school of Salem merchants and the bulk of their business was in the West Indies and Spain.

The share that Jacob Ashton and Jonathan Lambert had in the eastern trade was chiefly to the Cape of Good Hope and to some extent to the Isle of France, but it was to the regularity rather than the originality of their voyages that success was due. Jacob Ashton had some far eastern ventures also.

Jonathan Peele and his son Willard, were very active merchants and they have one great and unique achievement to their credit. They were the fathers of the Sumatra Pepper trade which in the following fifty years brought great wealth to Salem, and made Salem the world market for one great staple commodity.



There were two other great merchants who attained greater wealth than any except the Derbys and Crowninshields and whose ships made brilliant voyages and brought in vast cargoes. These men were William Gray and Simon Forrester, and they must be classed as among the richest and most successful men of the period, but they were world traders living in Salem rather than Salem merchants. They bought their ships where they could get them cheapest and few were built in Salem. Perhaps this was more the case with Forrester than with Gray. Many of their voyages took nothing from Salem and brought nothing back but were conducted from other ports, the profits accruing to the owners alone. A goodly proportion of their masters were picked up from other ports and were not Salem boys trained to the work. Little information seeped out of their counting rooms which helped the general trade of the city and few of their mercantile papers have come down to us. Once gone from the city, their wealth went with them and it is hard to find in the later history of the city a trace of their activities. All of this does not detract from the brilliancy of their business ability but it does make them of far less importance in the history of the city.

The other ship-owners of this period developed greater activities in the later period and were of less importance before 1800 or, though capable and efficient in their lines of work, were hardly in the class of those above mentioned. It is of course difficult to appraise the abilities of men of one hundred and fifty years ago but the writer holds no brief for any man except as the evidence on the record judged by the perspective of a century or more leads on to inevitable conclusions.

The principal sources from which the material herein has been drawn, are as follows:—

Salem Gazette, April 30, 1783 - November 22, 1785.

Massachusetts Gazette, November 28, 1785 - March 27, 1786.

Salem Chronicle and Essex Advertiser, March 29, - August 3, 1786.

Salem Mercury, October 7, 1786 - December 29, 1789.

Salem Gazette, January 5, 1790 - December 31, 1799.

(The gaps from March 13-29 and July 6 - October 7, 1786 it has been impossible to fill.)

Salem Custom House Impost Books, August, 1789 - December, 1799.

Derby MSS at Essex Institute.

Various Log Books at the Essex Institute and the Peabody Museum as noted.

Sundry Ships Accounts at both institutions.

Reprinted from Essex Institute Historical Collections

S. W. Phillips and A. F. Hitchens: Salem Ship Registers.

G. G. Putnam: Salem Vessels and their Voyages, 4 volumes.

M. W. F. Duren: Three Generations of Silsbees.

In the Essex Institute Historical Collections

J. D. Phillips: Salem Ocean Borne Commerce, 1783-89, LXXV, 135, 249, 358.

W. Leavitt: Ship Building in Salem, VI, 136, 171, 226, 252; VII, 207.

N. Silsbee: Biographical Notes, XXXV, 1.

G. N. Preble: First Cruise of the Frigate Essex, X, pt. 111, 1.

R. E. Peabody: Log of the Grand Turks.

Merchant Venturers of Old Salem.

George Nichols: An Autobiography.

Freeman Hunt: Lives of American Merchants.

Elias Haskett Derby

Joseph Peabody.

Edward Gray: William Gray of Salem, Merchant.

Richard Cleveland: Voyages of the Sons of New England, 1855.

The first line of each entry usually gives the date when the clearance of the ship was published in the newspaper, and in almost all cases would be within a week of the actual sailing. The exact date, if obtainable, is substituted. Next comes the name of the vessel, the captain and the port for which she cleared. This does not imply that she did not touch at other ports first or even that she ever got to that port, and in many cases she went far beyond.

The second line gives the approximate date of entry on return and the port from which she entered. Frequently vessels entered from ports far afield from those they started for. The newspaper records and the Custom House records are certainly wrong in many cases. With several vessels of the same name and several captains of the same name, all at sea at once, and the records reporting brigs as ships, and ships as snows and snows as barks, there is sure to be confusion. There were five Crowninshields, three Hodges, four or five Derbys and two or three Lamberts all sailing at this time. There were at least seven *Hopes* and numberless *Polly*, *Peggy* and *Betseys* all going at once.

In view of all this, the author has lost all pride in infallible accuracy and will be much surprised (and elated) if somebody does not spot his pet error and will accept correction with a due sense of humility. It would be helpful if somebody would try his hand at a catalogue of the West India voyages, especially if he feels critical of the accuracy of this list. The most difficult error to catch is when a vessel enters at Boston or New York and then sails on another voyage and returns to Salem. Another great trouble is where a Captain dies or changes ships out east and the ship returns from an unexpected port under another captain, especially if it is a ship with a name like *Betsey* or *Polly*, common to several vessels. The transferring of names from ships sold or lost to new vessels also upsets calculations especially if the new ship has the same captain or his brother. Most of the records do not bother to state *which* Derby or Lambert, it was.

1.

Nov. 27, 1784. Ship *Grand Turk*, Jonathan Ingersoll.
Cape of Good Hope.

Aug. 9, 1785 from St. Eustatia.

At the Cape of Good Hope in Feb. 1785, sailed for St. Helena.

April 13, left for Rousseau, Dominica May 5, went to St. Pierre, Martinique, to Grenada, to St. Eustatia, to Salem.

Cargo sold at Capetown, loaded with teas, nankeens, etc. partly sold at 'Statia to French merchants of

Martinique for rum and sugar. (Peabody: *Log of Grand Turk*, 39-56.) She belonged to Elias Haskett Derby.

2.

Nov. 14, 1785. Schooner *Benjamin*, Carpenter. Cape of Good Hope.

May 15, 1786 from Cape of Good Hope.

This was a very quick voyage to the Cape and her return run was only 63 days. (*Mass. Gazette*, May 15, 1786.)

3.

Dec. 5, 1785. Ship *Grand Turk*, Ebenezer West. Isle of France.

May 27, 1787 from Canton.

At the Cape of Good Hope Feb. 23, 1786, left March 17 for Isle of France, left about July 1 under charter to carry freight to Canton. Supposed to be third American ship to reach Canton. Reached there before Sept. 26. Left about Jan. 1, 1787 loaded with tea, china and cinnamon for Cape of Good Hope, took hides there and left March 17 for Salem. Owned and managed by Elias Haskett Derby. William Vans went as supercargo.

(Peabody: *Log of Grand Turks*, 58-104; *Salem Mercury*, Feb. 2, 1787.)

4.

Sept., 1786. Brig *Three Sisters*, Daniel Saunders. Cape of Good Hope.

May 12, 1787 from Cape of Good Hope.

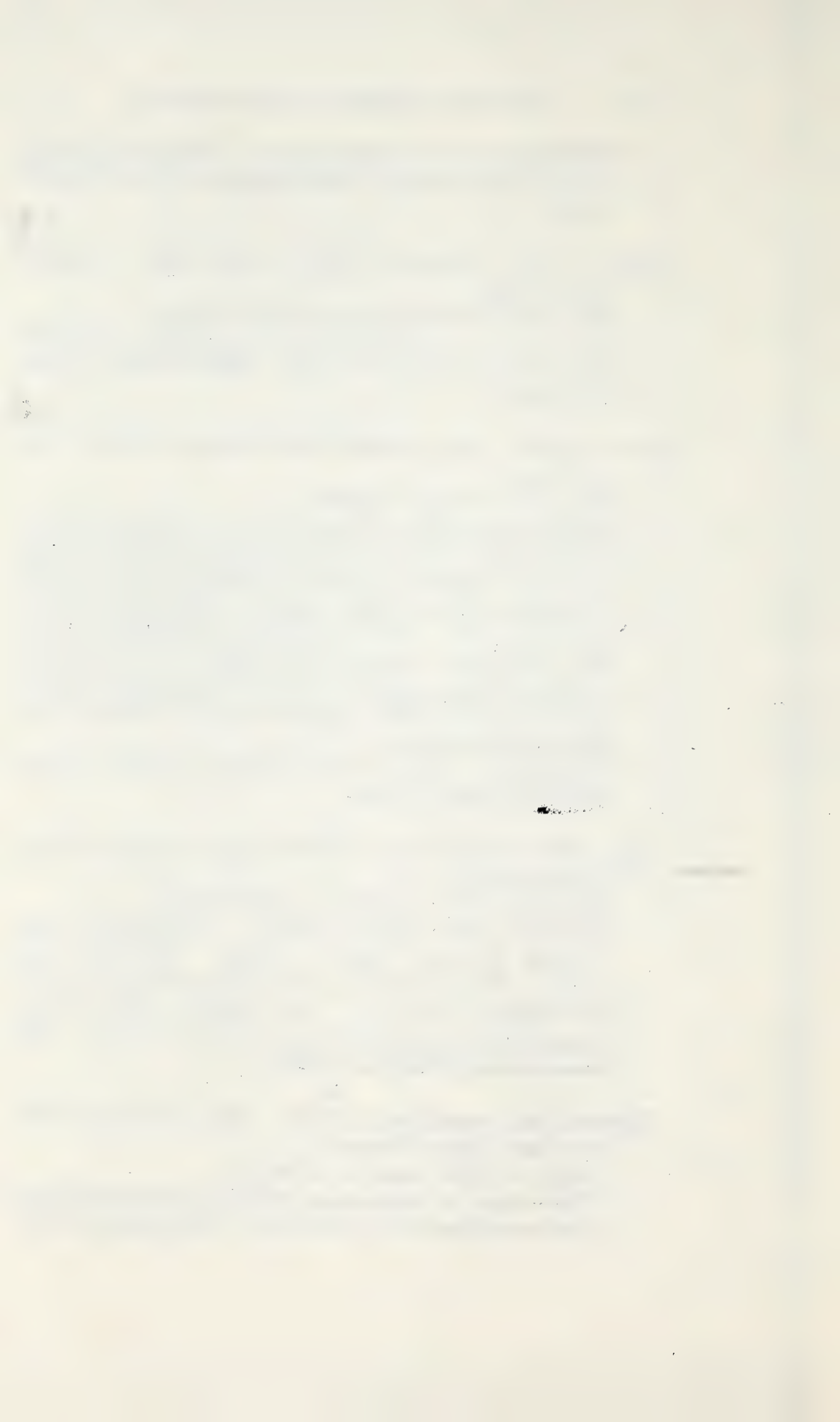
He was spoken 12 days out by a Philadelphia ship (*Salem Mercury*, Oct. 14, 1786). Left the Cape early in March, stopped at St. Helena and then reached Salem in 52 days. The captain tried to bring home a pair of ostriches but only one survived. (*Salem Mercury*, May 15, 1787.)

5.

Between July 6 and Oct. 7, 1786. Brig *Adventure*, Henry Clark, Isle of France.

Aug. 28, 1787 from St. Eustatia.

There were no newspapers in Salem which published ship news from July 6 to Oct. 7, 1786, during which



period the *Adventure* probably sailed and possibly other vessels not found. She is mentioned as losing her foremast between the Cape and the Isle of France (*Salem Mercury*, May 15, 1787) and had reached St. Helena by March 20. She sailed May 9 (*Salem Mercury*, July 24, 1787) but stopped at St. Eustatia.

6.

Dec. 6, 1786. Brig *Hope*, Jonathan Lambert. Cape of Good Hope.

July 23, 1787 from Cape of Good Hope.

A quick voyage to the Cape and back. She came home in 65 days, and touched at St. Helena.

7.

Dec. 23, 1786. Ship *Three Sisters*, Ichabod Nichols. Cape of Good Hope.

Vessel sold in the East probably at the Isle of France. The ship belonged to E. H. Derby and appears to have been sold by her captain who returned to Salem Jan. 22, 1788 on the Derby ship *Lighthorse*. (*Salem Mercury*, Jan. 22, 1788.)

8.

Jan. 27, 1787. Bark *Lighthorse*, J. Tucker. Cape of Good Hope.

Jan. 22, 1788 from the Isle of France.

She arrived at the Cape about April 1. (*Salem Mercury*, July 24, 1787) and appears not to have gone beyond the Isle of France. Apparently it was an unhealthy voyage. A passenger died and Captain Tucker arrived very ill. (*Salem Mercury*, Jan. 22, 1788.)

9.

Oct. 30, 1787. Brig *Hope*, Jonathan Lambert. Cape of Good Hope.

July 15, 1788 from Cape of Good Hope.

There is no evidence she went beyond and she left the Cape April 23 for St. Helena and touched at St. Bartholomew. (*Salem Mercury*, July 15, 1788.)

10.

Dec. 7, 1787. Ship *Grand Turk*, E. H. Derby, jr. Isle of France.

Sold at the Isle of France.

Young Mr. Derby seems to have made his base of operations at the Isle of France whence he managed his father's eastern business. He sold ships and bought others, directed the voyages, and seems to have been very successful. He finally came home on the brig *Henry* in 1791. The sale of this ship ended the career of the first *Grand Turk*. (Peabody: *Merchant Venturers*, 78 et seq.)

11.

Jan. 8, 1788. Ship *Juno*, Henry Elkins. Cape of Good Hope.

Sank 40 hours after leaving Salem.

This ship belonged to E. H. Derby, was well fitted out for an India voyage but began to sink when hardly out of sight of land. The crew took to the boats but the larger one was lost and they crowded into the small one. In twenty minutes the ship sank. The crew were picked up in a few hours by a sloop for Demerara so Salem did not hear of the disaster for over two months. (*Salem Mercury*, March 25, 1788.)

12.

April 15, 1788. Brig *Cadet*, Jonathan Carnes. East Indies.

Entered probably at Boston in the autumn 1790 from West Indies.

Owned by Wm. Vans, jr. who went in her as factor. "Bound for Madeira and from thence to the India and China Seas" (*Salem Mercury*, April 15, 1788). This is supposed to have been the voyage on which Carnes discovered how to buy pepper on the north-west coast of Sumatra. On May 23 she was at Madeira. On Feb. 14, 1790 she was reported at the Cape from the East Indies and bound for the West Indies. No entry appears in Salem but Dec. 28, 1790 she sailed for Cadiz from Salem. She probably entered at Boston.

13.

Aug. 12, 1788. Ship *Lighthorse*, I. Nichols. Isle of France.

June 15, 1790 from Canton.

Owned by Elias Haskett Derby and consigned to his

son at the Isle of France. Cargo sold at that port, she went to Bombay, loaded cotton and blackwood for China and arrived in Canton Oct. 1789. Almost wrecked on Marblehead Neck on her return. She brought practically nothing but tea and Mr. Derby and the captain owned 4/5 of it. The total duties were \$16,312.98.

14.

Sept. 9, 1788. Ship *Atlantic*, Henry Elkins. Isle of France.

Sold to a Parsee merchant at Canton for \$6,600, Dec. 1789. This vessel followed exactly the same voyage to Canton as the *Lighthorse* and her crew returned on that ship.

15.

Sept. 10, 1788. Ship *Dauphin*, Thomas Osgood. East Indies.

Sept. 27, 1789 from Croisie, France.

She was at the Isle of France Jan. 30, 1789 and probably went on to Ostend and Croisie on her way home. She went further East than the Isle of France, either to India or Batavia. (*Salem Mercury*, Sept. 29, 1789.)

16.

Bought in 1788 at Isle of France, Ship *Peggy*, Williamson.

June 23, 1789 from the Isle of France via St. Eustatia.

This was one of the two vessels bought at the Isle of France by E. H. Derby, jr. and was sent home with the proceeds of the *Grand Turk's* cargo. The other, the *Sultana* seems to have been sold out there. The *Peggy* came home in 122 days including the stop at St. Eustatia. (*Salem Mercury*, June 23, 1789.)

17.

Dec. 2, 1788. Brig *Three Sisters*, Benjamin Webb. Cape of Good Hope.

Sold at Canton to an Armenian for \$4000. in Dec. 1789.

She proceeded directly to Batavia, sold her cargo and took a freight for Canton expecting to load tea but there were four Derby ships there and she was sold

along with the *Atlantic*. Her crew came home on the *Astrea*. (Peabody: *Merchant Venturers*, 91-93.) She sold at Batavia flour, butter, tar and spermacetti and bought 500 piculs of sandal wood.

18.

Dec. 9, 1788. Brig *William and Henry*, Benjamin Hodges. Isle of France.

June 1, 1790 from Canton.

She touched at the Isle of France and went on to Canton; was reported at Canton in December, 1789; returned via the Straits of Sunda and expected to touch at the Isle of France. She brought a huge cargo of nearly 140,000 lbs. of tea, 7000 lbs. coffee; duties \$9783. The cargo was chiefly to Wm. Gray and William Orne.

19.

Dec. 9, 1788. Brig *Hope*, Jonathan Lambert. Mozambique.

Feb. 9, 1790 from Cape of Good Hope.

There is no proof that she went to Mozambique or not. She was reported at the Isle of France in Sept. 1789. Her cargo was coffee, tea, pepper, etc., chiefly to Jacob Ashton and William Smith.

20.

Dec. 18, 1788. Brig *Henry*, B. Crowninshield. Calcutta. Dec. 31, 1790 from Isle of France via St. Helena.

This was another of the Derby ships under control of young Mr. Derby at the Isle of France. She was at Madras and Calcutta where she loaded India goods for Salem. Mr. Derby, jr. coming in her. She touched at the Isle of France, Cape of Good Hope and St. Helena and made a terribly slow trip but it must have been a very sociable one. As well as Capt. Ben. Crowninshield and his cousin E. H. Derby, jr. there was Capt. Clifford Crowninshield who had lost his ship the *Ceres*, wrecked at Cape of Good Hope. The cargo of the *Henry* was a very miscellaneous collection, coffee and piece goods from India being the large items. She paid \$2387. in duties, mostly by Mr. Derby.

21.

Jan. 6, 1789. Ship *Washington*, Crowninshield. Isle of France.

It does not appear what became of this ship. She was reported at the Isle of France during the year 1789 but does not seem to have entered again in Salem. She may have been lost or sold in the East.

22.

Jan. 13, 1789. Brig *Hopewell*, Coffin. Isle of France. Reported at the Isle of France on July 19 (*Salem Mercury*, Dec. 15, 1789).

23.

Feb. 17, 1789. Ship *Astrea*, James Magee. Canton. May 31, 1790 from Canton.

She touched at St. Jago in the Cape de Verde Islands and sailed for Canton March 21. She was at Canton as late as December, 1789 and arrived in Salem 125 days out from China. She brought 240,000 lbs. of tea of the best quality and 56,000 lbs. of lesser value as well as \$25,000 worth of silk. One half of it was to E. H. Derby with David Sears of Boston second. She seems not to have stopped at the Isle of France either way. (*Salem Mercury*, Aug. 31, 1790.) Total duties \$27,109.18.

24.

Feb. 24, 1789. Schooner *Richard and Edward*, G. Crowninshield, jr. Isle of France.

Jan. 5, 1790 from the Isle of France.

She left the Isle of France Sept. 8, and the Cape of Good Hope Oct. 21, 1789. Her cargo was 26,765 lbs. of coffee and small lots of tea, raisins and almonds, all consigned to George Crowninshield.

25.

Feb. 24, 1789. Ship *Lydia*, Murphy. Isle of France and Batavia.

She touched at St. Jago about April 10, 1789, was at the Isle of France July 19 and still there Sept. 8. She was probably sold in the East as she does not again appear and Capt. Murphy in 1791 commanded another ship. She is not listed in the ship registers.

26.

April 7, 1789. Schooner *Little John*, Amos Hilton. Isle of France.

May 18, 1790 from Cape of Good Hope.

She reached the Isle of France Sept. 10 and rescued the crew of a French brig the day before she arrived. Her homeward cargo was pepper, rhubarb, muselins and 76,000 lbs. of coffee. She is not listed in the ship registers.

27.

Dec. 22, 1789. Ship *Ceres*, Clifford Crowninshield. Cape of Good Hope.

Wrecked at Cape of Good Hope—Captain returned on the ship *Henry* Jan. 4, 1791. (*Salem Gazette*, Jan. 4, 1791.)

Carried out a miscellaneous cargo of provisions, lumber, iron, 500 pairs of shoes, 24 saddles and bridles. These were all sold at the Cape and she seems to have started for St. Helena when wrecked. No details of the tragedy are available. She belonged to William Gray, jr.

For nearly a year no ships left for the Eastern Seas. Many of the big ships were out there and came home but there may have been a glut in the market of coffee, tea and spices which had been the chief returns.

28.

Nov. 2, 1790. Brig *Hope*, Jonathan Lambert. Cape of Good Hope.

Aug. 9, 1791 from Cape of Good Hope.

She seems to have been at the Cape in April and May and does not appear to have gone further. On her return she left there the 29th of May. On the way back Captain Lambert claimed to have seen a rocky island which he saw six years before. (*Salem Gazette*, Aug. 9, 1791.)

He brought home 12,700 lbs. of coffee, 4000 gallons of Cape wine, and \$6000 worth of merchandise. Jacob Ashton owned most of it.

29.

Nov. 23, 1790. Brig *William and Henry*, Thomas West. Isle of France.

Dec. 20, 1791 from the Isle of France via Hamburg.

The return entry explains the length of the voyage but there does not seem to be any report of the ship on her entire passage.

William Gray, jr. was the owner.

30.

Nov. 30, 1790. Schooner *Eliza*, Henry Clarke. Cape of Good Hope.

Nov. 8, 1791 from Cape François.

On her outward passage arrived at the Cape of Good Hope April 14, 1791 and sailed May 5 for St. Helena. She evidently stopped in the West Indies and was reported at Cape François Aug. 23. She did not leave there until Oct. 8 and may have got involved in the revolution going on at that time. She was a vessel of 68 tons owned by John Norris.

Oct. 1, 1790 began the second year of the United States Custom House. During the first year the import duties had amounted to \$1,903,709. Pennsylvania paid the largest amount \$472,756, and Massachusetts was second, with \$320,430. Massachusetts' share was one-sixth of the total. The tonnage of vessels entered reversed the figures. Foreign tonnage was at a much higher ratio in Pennsylvania.

Tonnage.

	American	Foreign	Total	Duties
Massachusetts	177,022	20,346	197,368	\$21,027
Pennsylvania	56,996	52,922	109,918	\$30,449

From this it is apparent that far more trade was done in American bottoms out of Massachusetts than out of Pennsylvania. As a rough approximation, probably trade dutiable at about \$290,000 was done in Massachusetts vessels and perhaps \$250,000 in Pennsylvania. Massachusetts was entering more than three times as much American tonnage but only two fifths as much foreign tonnage.

31.

May 3, 1791. *Snow Grand Sachem*, Jonathan Carnes. India.

Jan. 7, 1794 news reached Salem that she was lost on Bermuda, crew saved.

This vessel belonged to John Derby, jr. and Elias Haskett Derby. A letter from Carnes at the Cape of Good Hope reporting on political conditions at Ceylon and Batavia suggests his future destinations (*Salem Gazette*, March 13, 1792.)

The master was the mystery man who sailed the brig *Cadet* and on some voyage discovered the pepper possibilities of the Sumatra coast. There are some allusions that connect the *Grand Sachem* with the pepper trade. It is also stated that she was captured by a Bermuda privateer (*Salem Gazette*, Sept. 10, 1793) and was being sent to Bermuda. Her voyage was unaccountably long unless she went far east and had some strange adventures. Capt. Benjamin West was aboard as passenger and Mr. Mundy, the mate, had died.

32.

May 17, 1791. Ship *Astrea*, John Gibaut. East Indies. Sold for \$7789 at Calcutta in the winter of 1792-3. She touched at the Cape of Good Hope Sept. 5, and reached the Isle of France in November. (*Salem Gazette*, March 13, 1792.) She continued on and traded along the Coromandel coast, touched at Colombo and went on to Madras. There she took a freight to Rangoon. The Sultan of Pegu at once grabbed her to carry military supplies to Siam (*Salem Gazette*, May 7, 1793) where he was at war, while he held the captain as hostage. (*Salem Gazette*, April 23, 1793.) She was finally restored but too damaged to take home and so was sold in Calcutta.

33.

June 26, 1791. Ship *Henry*, Jacob Crowninshield. Isle of France, and India.

Nov. 3, 1792 from Calcutta and the Isle of France.

This was the new "pine ship" launched sidewise from

Derby Wharf by Enos Briggs, May 3, 1791 for E. H. Derby, not the brig *Henry* brought home by Benjamin Crowninshield in Jan. 1791.

The *Henry* appears not to have stopped at the Cape of Good Hope either way and arrived 140 days from Calcutta via the Isle of France. There was considerable trouble at the Cape just then and British cruisers were impressing American seamen (*Salem Gazette*, June 19, 1792.) She bought 20,000 lbs. of brown sugar and 3000 lbs. of Pepper and a little miscellaneous merchandise. Mr. Derby owned most of it. Duties \$3317.

34.

July 26, 1791. Ship *Lighthorse*, Benjamin Crowninshield. Cape of Good Hope.

June 19, 1792 from Cape of Good Hope.

This seems to have been a voyage to the Cape and back. The length of it suggests a further expedition but perhaps the political trouble at the Cape which the Dutch were in and the impressment of American seamen by the British warships may account for the delay. (*Salem Gazette*, June 19, 1792.)

The cargo was sugars, wine, coffee and small items, three-fourths of it to Mr. Derby. Duties \$1944.02.

35.

Autumn, 1791. Ship *Margaret*, James Magee. Northwest Coast and Canton.

This was probably a Boston voyage but there seemed a close connection with Salem and it may have been primarily a Derby venture so is mentioned.

36.

Nov. 1, 1791. Brig *Hope*, Jonathan Lambert. Cape of Good Hope.

July 21, 1792 from Cape of Good Hope.

This was a trip to the Cape and back like most of the *Hope's* voyages. Conditions were very unstable at the Cape that year and it was difficult to transact business.

She brought a very mixed cargo. About 9500 gallons

of brandy was the big item but there was also tea, pepper, aloes, raisins, ivory, cloth and bandannoes. Jacob Ashton and the captain owned it all. The duties were \$3672.

37.

Dec. 6, 1791. Brig *Hind*, John Beckford. Isle of France. Jan. 29, 1793 from Isle of France via West Indies. The *Hind* does not seem to have been reported anywhere till her return when the papers said "from Calcutta" though simply entered from the Isle of France. She brought 203,622 lbs. of brown sugar to William Gray, jr. and 8,000 lbs. of tea to B. Green, jr. and J. Hussey. Duties \$4960.

38.

Dec. 20, 1791. Ship *Aurora*, Thomas Meek. Isle of France.

March 24, 1794 from the Isle of France.

She evidently went to India for Capt. Crowninshield of the *Henry* reported her at Calcutta in June, 1792, and was at the Isle of France in December, 1793. (*Salem Gazette*, March 18, 1794.)

War had broken out between England and France and the year 1793 was a year of intense privateering activity in the North Atlantic. There were also constant embargoes at the Isle of France and our vessels were held five and six months. The *Aurora* was there in December, 1793. (*Salem Gazette*, March 4 and March 11, 1794.) These facts no doubt account for the *Aurora's* long voyage.

The *Aurora* brought 425,000 lbs. of sugar, 61,000 lbs. of coffee, and 13,000 lbs. of pepper. Her duties were \$11,947 of which Samuel Hewes paid \$3771, William Gray, jr. \$3307 and William Hayward \$4868.

(*To be continued*)

HORSES IN SALEM FROM JUTLAND.

Salem
E. Hasket Derby Esq.

Copenhagen the 21 Aug.t 1796

Sir:

We have been duly honoured with your much esteemed favour of the 4th May which was handed us some time ago by Capt Wallace of Beverly, and have taken due note of its contents. In conformity with your desire we purchased three young black Horses of one of the very first breeds In Jutland, and we have now shipped them on board your Ship the Henry, Capt John Green, and hope they will arrive safe, and give satisfaction. As they are very young, and the time wou'd not permitt it, we have not got them properly train'd for the Carriage, but the coachman who goes along to attend them is recommended to us as a very suitable person to train and manage them, and he also understands something of Gardening. Our agreement with him is that in case you approve of him, he must serve you three years, otherwise you are to provide him with a free passage home, and give him 3 months advance his wages are fixed at 12 Spanish dollars a month, and you are at liberty to make another agreement in any manner that may be most convenient to yourself and him.

We inclose you an account of the cost and charges of the Horses.

Horses amounting to Current danish Rix dollars	510.68
and for Cash paid the Coachman on his wages	60.
also for Cash furnished Captain Green	20.
& his Clearance at Elseneur	266.4

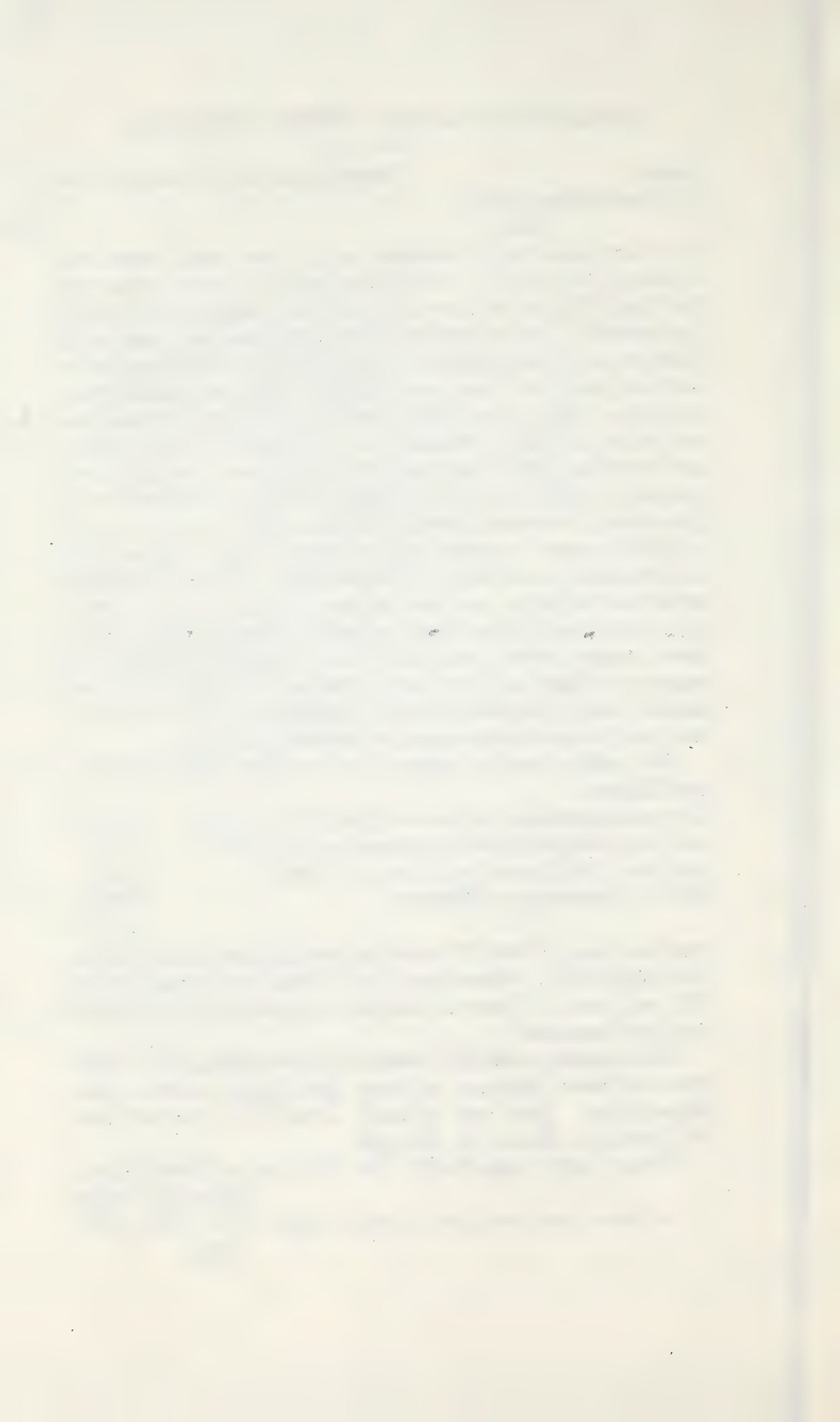
together Amt. D 856.72 which at the Exchange of 5 makes Sterling £171.7 wherefore Capt Green has given us his Bill on Lane & Fraser in London and we doubt not it will be duly honoured.

We sincerely wish the bearer a safe voyage, and it will give us great pleasure to learn the Horses answer your expectation. they are certainly deem'd of the best race of Carriage Horses in Europe.

We are very respectfully, Sir, Your most Obedt Servt.

Riberg & Comp'y

—*Essex Institute Mss., Derby Papers, Vol. XV, p. 58.*





SUPPER AT MISS SWETT'S IN ANDOVER, SEPTEMBER, 1849.

Miss Swett, and servant; on right, of Miss Swett, Mrs. Darrah, Mr. Darrah, Mrs. Webb, Dr. de Gersdorf, Mr. Napier; on left of Miss Swett, Mrs. Eaton, Miss Phillips, Mr. Hunt (student), Miss Phillips, Miss Andover. Box on floor from Salem, sent by Mr. Barstow and Mr. Webb.

LETTERS WRITTEN BY DR. ERNEST BRUNO
VON DE GERSDORFF TO HON. STEPHEN PAL-
FRAY WEBB, 1849-1855.

DESCRIPTION OF EVENTS CONNECTED WITH THE SALEM
LIGHT INFANTRY VETERANS AND SALEM POLITICAL
MATTERS.

The following letters, with their inimitable sketches, depicting events of Andover and Salem interest in the eighteen fifties, have recently come into possession of the Essex Institute through Mrs. Catherine Oveson, granddaughter of Mr. Webb. Dr. de Gersdorff came to this country from Germany and became a well-known physician in Salem. He possessed a keen appreciation of the humorous and had the gift to record it with his pen in portraiture as well as words. He married in Salem the daughter of Dr. George Choate and sister of Hon. Joseph Hodges Choate. At first settling in Andover, through friendship with Mr. Webb, he removed to Salem. Mr. Webb was in San Francisco when the letters were written, of which place he served as Mayor during a portion of the period of the "Vigilance Committee."

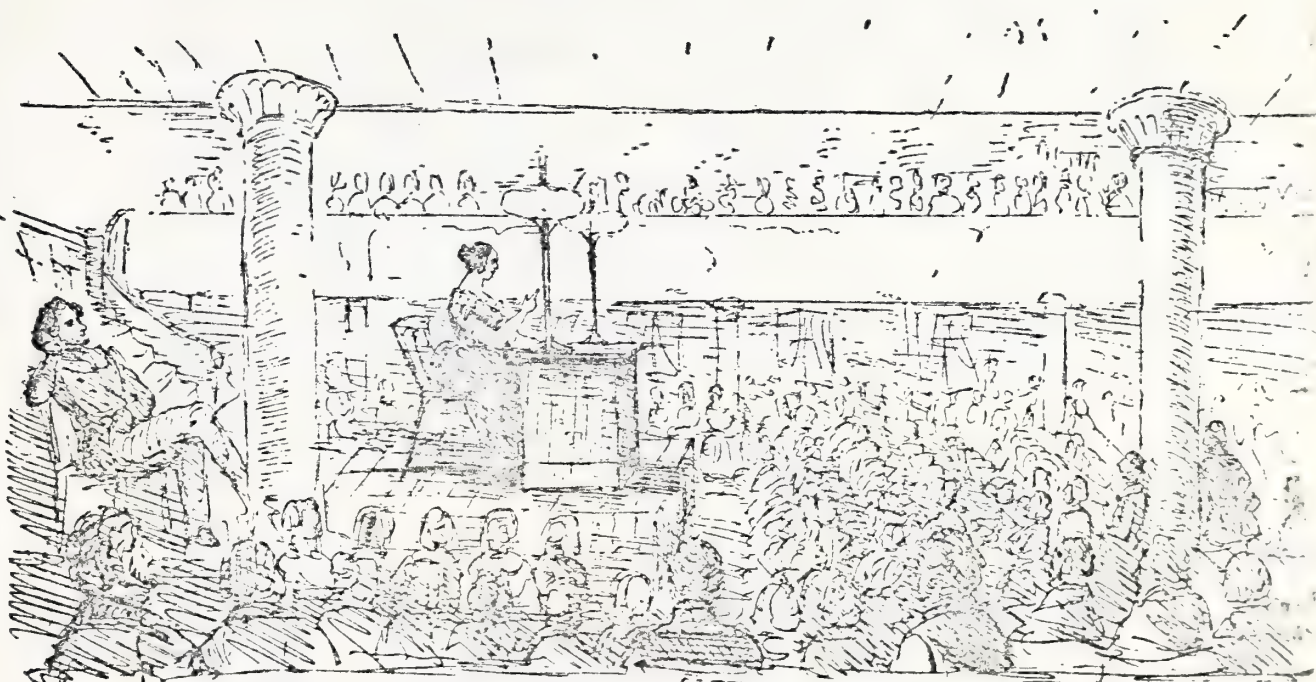
Andover, March 2d 1850.

Dear Sir—

Since the time that by your kindness I was permitted to listen to the enchanting voice of the "Divine Fanny" whose figure is still in so full remembrance in my mind that I cannot refrain from sketching her on this paper—since that time I have come to the conclusion that the "winter of my discontent" ought to be at an end, and the time for my leaving my present residence and field of "operations" has come. For on the one hand I know that I cannot expect to increase much my earnings nor to make my work as a country physician any easier and never agreeable—on the other hand I have been long enough in

this "puritan ministers' factory" as to make it necessary either to live with the Romans as the Romans do, that is, to sing with saints of Andover hymn or psalms, or to shake the dust from my feet and leave them to enjoy their religious dignity to themselves, and look out for a more congenial society.

Now, I think that for the latter purpose no place would suit me better than Yours—Salem, which besides presents just now a good opening for me as a physician. The bump of independence being very much developed on my skull



THE "DIVINE FANNY," ANDOVER, MARCH, 1850.

I have generally an unaccountable dread of other people's influence on my actions; but I know what a great thing it is to have some authority to refer to, some friendly advice to rely upon, some better judgment to be guided by, and I take therefor the liberty of asking your advice and opinion about this subject, wether you can tell me of any circumstances which should particularly speak against my plan of going to Salem? I know that the beginning is always slow, etc., etc., but I know also that everywhere in this happy country a man with perseverance, knowledge, and some ability must succeed.

I hope you will understand me right when I say that,

though by the favour of your friendship I should as a man feel both thankful and happy, yet I would make no pretensions on recommendations introductions as physician, etc. from your part in Salem, because my principle is that a physician both for his and the public's best, ought to stand on his own merits. Let me ask on this occasion (since you took my powders, I have a right to) how your health is at present? Has the constant current of work "domu et in fero," which was, when I saw you last, nearly drowning your good spirits, abated & has the vulture "bussiness" stopped gnawing at your liver? I think that without such a relaxation from labour and care my N. vomica powders could have done but very little good. I hope not to tax your kindness too much when I ask for a few lines from your hand on these subjects. Please give my sincere regards to Mrs. Webb, whom Miss Swett has been expecting during all the week. Miss S— has no house yet to move into. I wish she would move to Salem and keep me further as a member of her family. These are nothing but plans. Who knows what the future brings?

I am with the sincerest respect

Your obedient

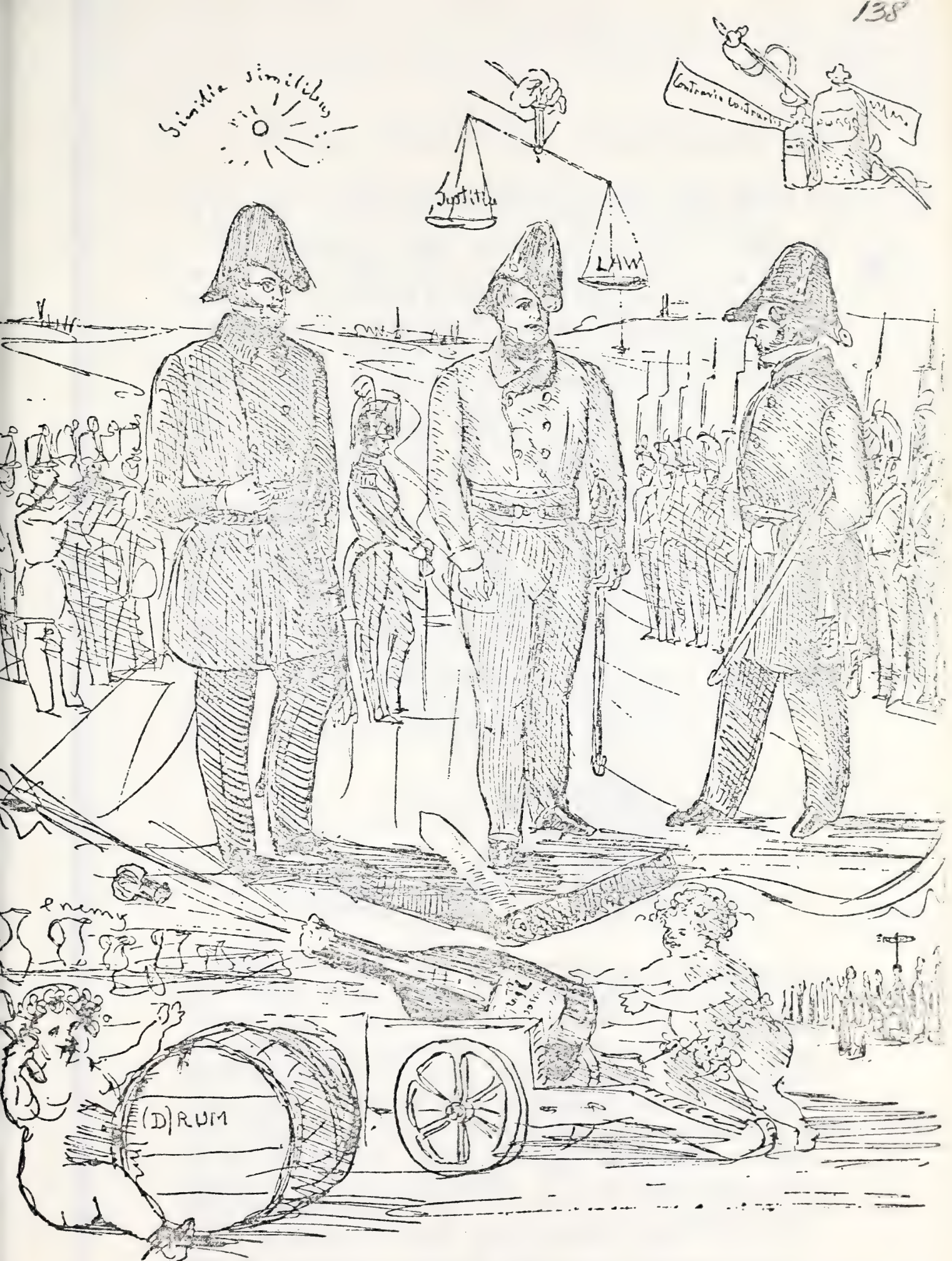
B. de Gersdorff, Dr.

Salem, Octob 14th 1852

Dear Sir

I cannot compare the effect your pleasant and stirring lines from California had upon me better than with that, the trumpet-blast of last day of judgment is said as going to have upon the conscience stricken souls of us poor sinners, for I roused with equal force out of a sinful apathy all my graphic senses and energies to action, which heretofore had been slumbering, though often vainly stirred on when hearing of the good news that occasionally arrived here from you.

I followed you in my (unenlightened) mind all along across the Isthmus. I arrived with you in San Francisco, I thirsted with you during the hot passage on the Pacific, I went with you about in the streets of San Fr. to find an office and I saw you with my mental eyes fi-



THE STAFF OFFICERS OF THE SALEM LIGHT INFANTRY, COMPANY A.
In the memorable expedition to New Bedford, July 4, 1852. Dr. de Gersdorff, first on left.

nally settled and sung and pocketing the dust, which is, I suppose, the way "over thar" when receiving fees.

The preceeding page will show you that I feel still proud in recalling the duties I had to perform as one of the staff of the Salem Light Infant. Company on that memorable campaign against the common enemies "Thirst and Dust." The fighting was hard and let me tell you privately though truthfully, the victory sweet and overflowing, let the people say what they will. With regard to the named formidable enemies it is a "fixed fact" that our boys stood bravely their attacks and "quenched" the one in innumerable pitched battles and encounters and "swallowed" the other in great quantities whenever they met him.

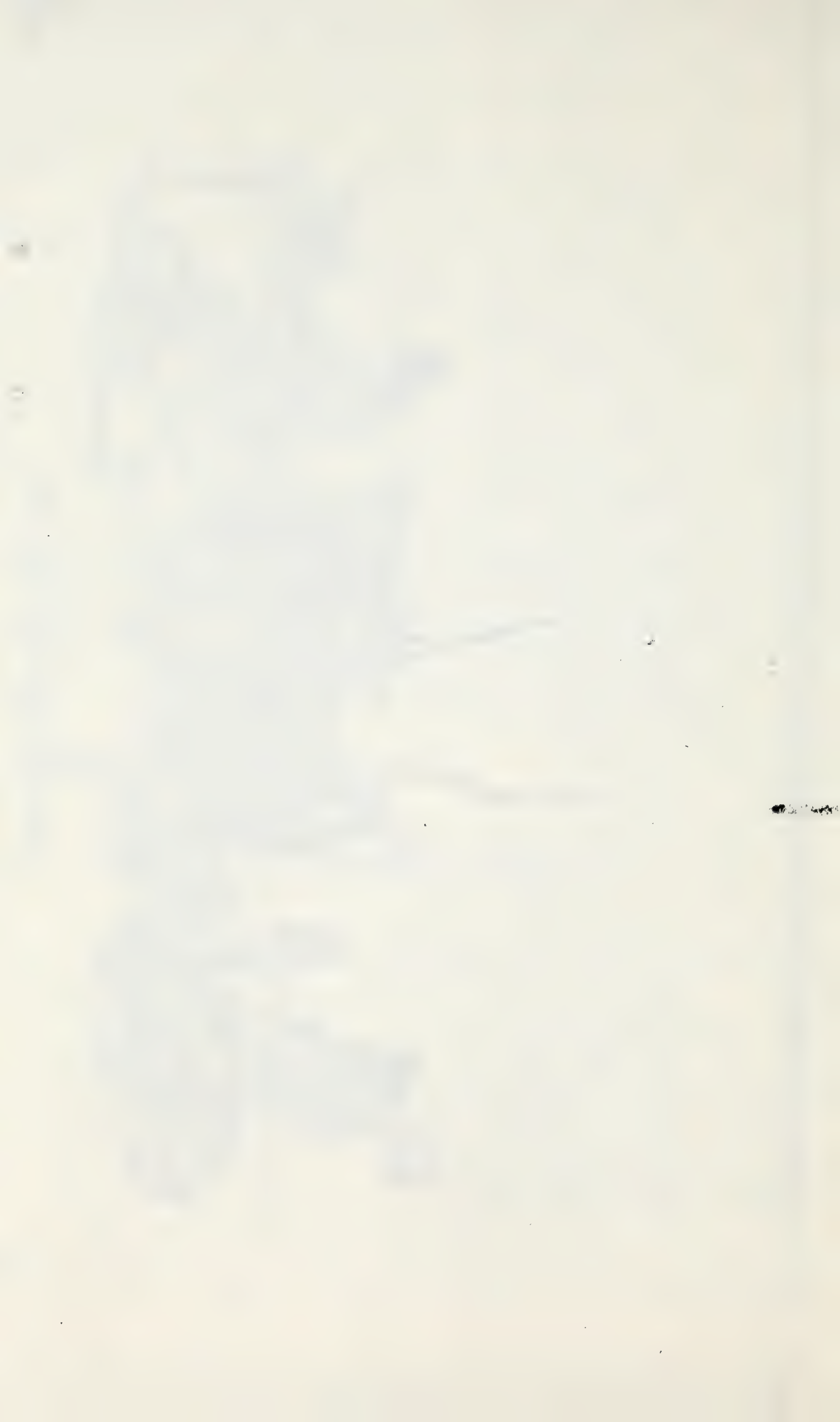
On all which occasions they allied themselves with various good and efficient allies, such as "Otarde, Schreider, and St. Julien" and found the old proverb true, "a friend in need is a friend indeed." [If you want to know what "a friend" is in these heartless selfish times I cannot better describe it to you than by a true pictorial representation of one of his most consolating shapes.]

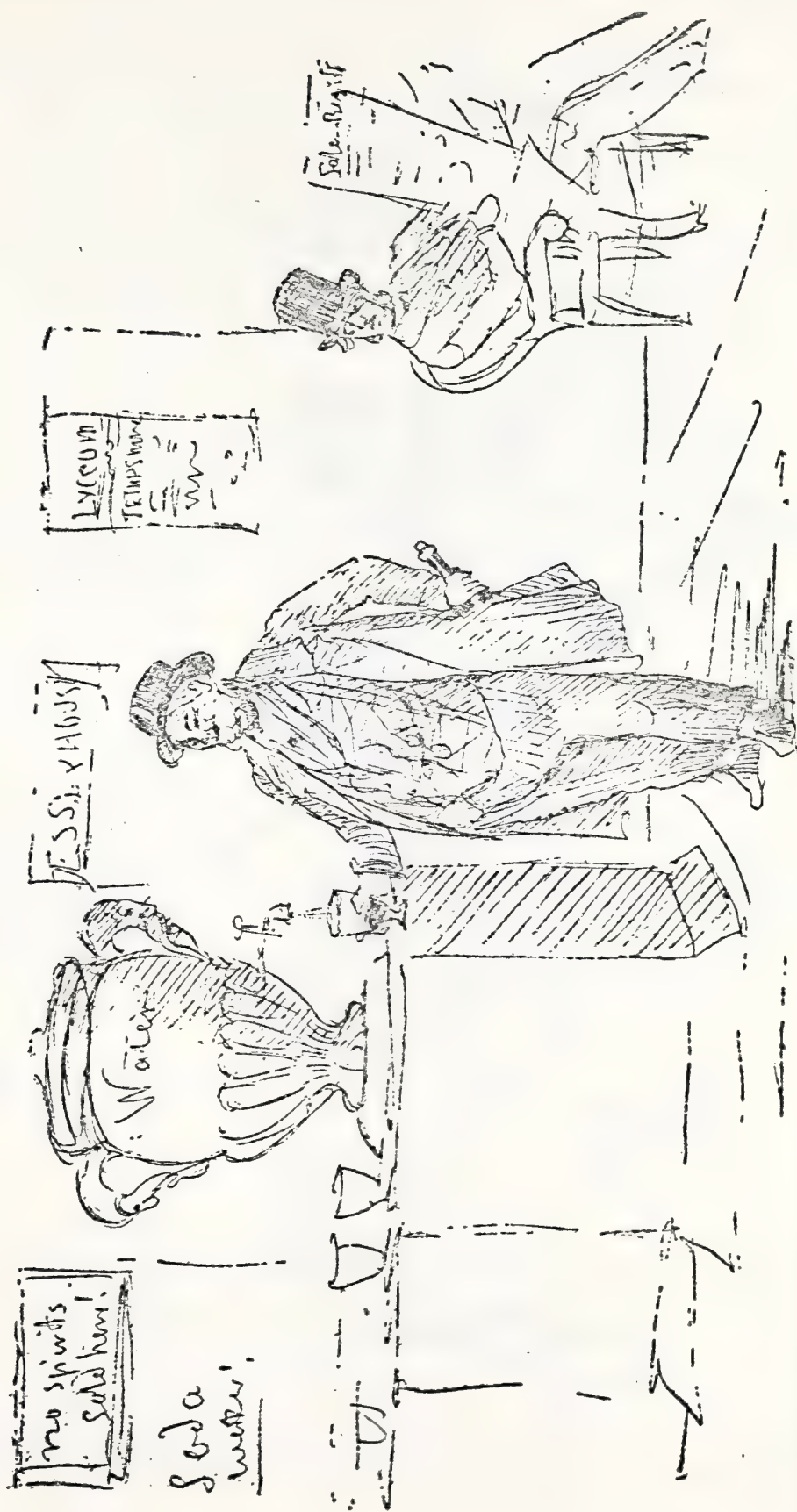


These "friends" have now sprung up every where in *foro atque domu* since the Introduction of the Maine Liquor Law, that recent great acquisition of our Commonwealth with regard to a parental, all providing and all preventing government. Great changes it has wrought about town. The old sign in front of the Essex House was taken down amidst the whining and complaining of all the old tippers; there is *no bar* henceforth to entire happiness and virtue on earth. Various ingenious gentlemen, amongst which Capt. Sam. Dud. Tucker has acquired justly an eminent name, have however found out a way how to harmonize their old habits with the new laws:

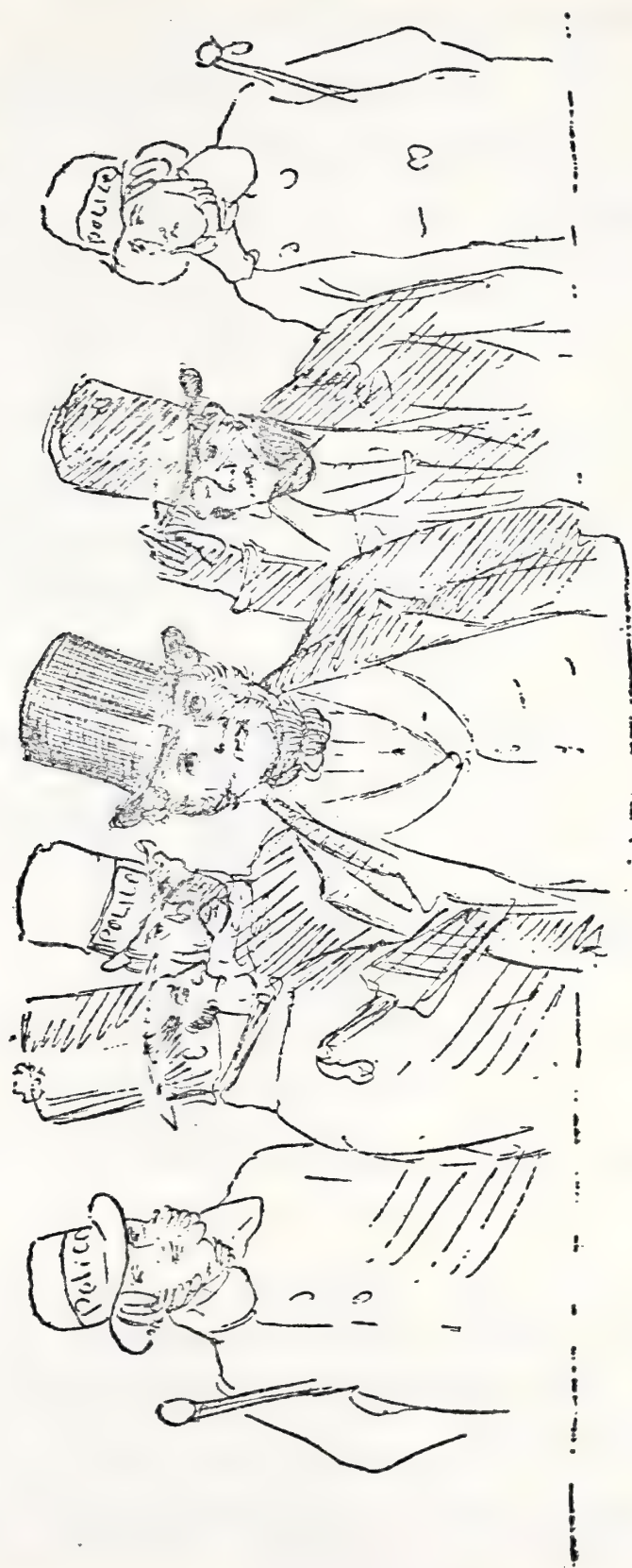


SALEM LIGHT INFANTRY, JULY 4, 1852



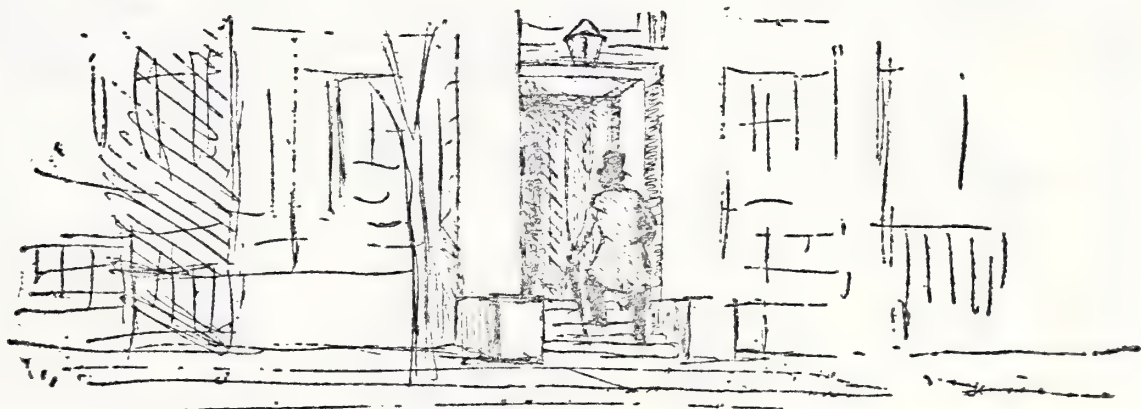


NEW FASHIONED WAY, HOW TO TAKE A LITTLE BRANDY AND WATER IN THE ESSEX HOUSE AFTER THE INTRODUCTION OF THE MAINE LIQUOR LAW.



UPHAM I

We are now in Salem under the reign of Upham the Great, and you see him, on the preceding page as surrounded by his City marshals and star police. He is probably, while I am writing this, either preparing a speech for an occasion, or in the councils of the Aldermen, or in his City Hall office or has his eye on some out of way proceedings or irregular objects about town somewhere—for there was never a Mayor more efficient and in the same time delighted with his office and his *power*; everything and every man feels it, even the dust heaps in the street sneak away when he approaches. His style of greeting “the people” is grand, majestic, condescending, cordial, dignified and popular at once. From my office in Washington street I see him daily or hourly, passing by from his residence to his seat of Government, the City Hall.



HURRAH FOR THE MAYOR!
CITY HALL.

Dr. de Gersdorff's office was directly opposite City Hall in the building now the hardware shop.

By the way, speaking of Mayorship, when will you be the Mayor of the Western metropolis? I have no doubt you will be it, without having such a successor again. But the room of the paper I see is wasted. I must condensate any news and particulars from my insignificant self into the rather indefinite but good word “slick.” Mrs. W. looks very well. I saw her a week ago for 10 minutes.

Yours truly
Gersdorff.

Salem, March 12th, 1854

Dear Sir:

Though you may not hear from absent friends for a long while, it does not follow that they have not the same attachment and love for you as ever before, and they think only so much more often of you, while their conscience occasionally reproaches them of sluggishness in following up a correspondence and in giving a regular report of the events which in the course of time are happening in



"KNOW-NOTHING" TIMES IN SALEM

your old home. That I, at least, very often call back to my mind our, to me, so agreeable personal former intercourse and think many times of what your thoughts would have been when anything here occurs of more than usual importance, I need not assure you. From my long silence you may conclude therefor, that the private and public affairs of Salem have not been for years so interesting than just at present, since I now break my silence. But when I tell you that we have had here in our o generally so quiet and settled community a "revolution," occasioned by the

last election of a Mayor for the City, you will certainly be filled with wonder and awe. And there never were the wheels of any government so completely and unexpectedly and suddenly changed than by this entirely successful rout in the ward rooms and by these nightly gatherings of the conspiring "Know-Nothings." This last word, namely pregnant of a deep but incomprehensible meaning, was the name of a secret society that has spread unbeknown to the uninitiated and unsophisticated, like myself, in the midst of our community for several weeks before the day on which it was to be decided whether His Honor the



A "NEWCOMB" FOR OLD W[H]IGS!"

Mayor Huntington should continue to represent us in that capacity or not. They met somewhere by night with masks and with out light, whether with daggers or not I do not know.

All kinds of "malcontents" met in those extemporaneous clubs and thus it happened that the old Whig candidate was defeated and instead of Huntington with 400 votes we received a "Know-Nothing" Mayor with 1300 votes of the name of "Newcomb." The old fogies of the Whig party were quite taken by surprise, which I cannot better describe to you than by the above diagram.

This Newcomb, however, a clever mechanic, has mod-

estly and wisely declined, which shows his good sense, so that we are going to have another fight about the Mayorship at the polls, and it remains then to be seen whether the opposition was meant particularly for Huntington or for the prerogatives old Whig party. It is said that the new candidate of the "Know-nothings" is to be General Andrews(!), a man on a horse! against whom the Whigs mean to put up General Sutton

For this occasion I would propose a single combat between the two generals on the common. I understand from Mrs. Webb that Mr. H. himself will give you a detailed report of all these affairs and of the wheels within wheels in a sober and bussiness-like report, while I can only give you the grotesque outlines. What shall I tell you of your dears at home? I know of the reams of closely written letter paper that are being sent semi-monthly to you about and from your family. Let me only tell you that I never hardly saw Mrs. Webb looking so well (a physician says it) as when I went with her last Saturday to South Andover, she in order to find a boarding place for the summer and I to see Miss Swett, sick with an influenza. We had the pleasure of seeing our old friends, the Darrah's here one day, and I saw them frequently in Boston after that. He is out of health and place again, but just as jolly as ever. They think of coming back to Boston.

Our friend Barstow is still more or less in political "frets"; he is an unhappy fellow, because constantly hypochondriac. Occasionally he makes an effort to be amiable with young ladies and has even raised a large mustache, but he does not succeed and has drawn lately his feelers in again—a resolved bachelor, I fear. The same doleful condition is mine as yet, though not inveterate yet. A few years of parsimonious life and successful practice may enable me to think of marrying, but I cannot make my mind up to fall in a romantic love again without a sure prospect of Hymen's final sanction. Married or single, however, believe me, dear Sir,

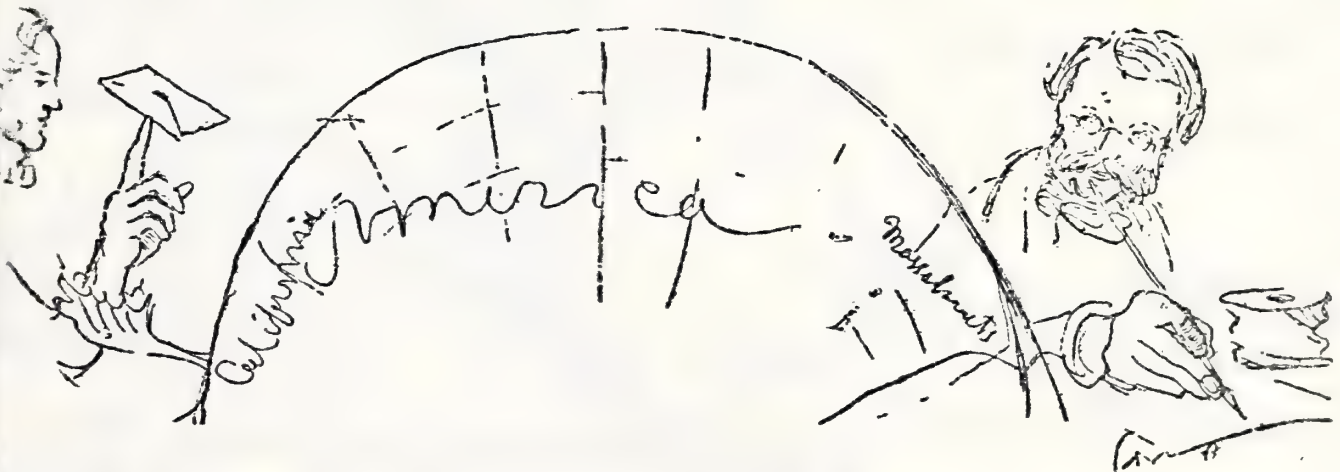
Your always respectful friend,

B. de Gersdorff.

Salem, Nov. 1st. 1855.

My dear Sir:

If sins of omission are, as they teach us in the Catechism, just as bad as sins of commission, they are, I think, worse in the eye of our inner judge, for the older their date the louder the voice of reproof and objurgation, while any committed criminal deed will after a while look, to say the least, "romantic," or get lost in the mist of distance entirely. Such a miserable criminal and old sinner therefore as an "omitting correspondent" is, has in spite of his thousands of excuses and in spite of his stolid obstinacy and his non-committal silence a very hard life of it. For ever and anon the reproaching face of the distant friend, for it is towards such especially that he is in

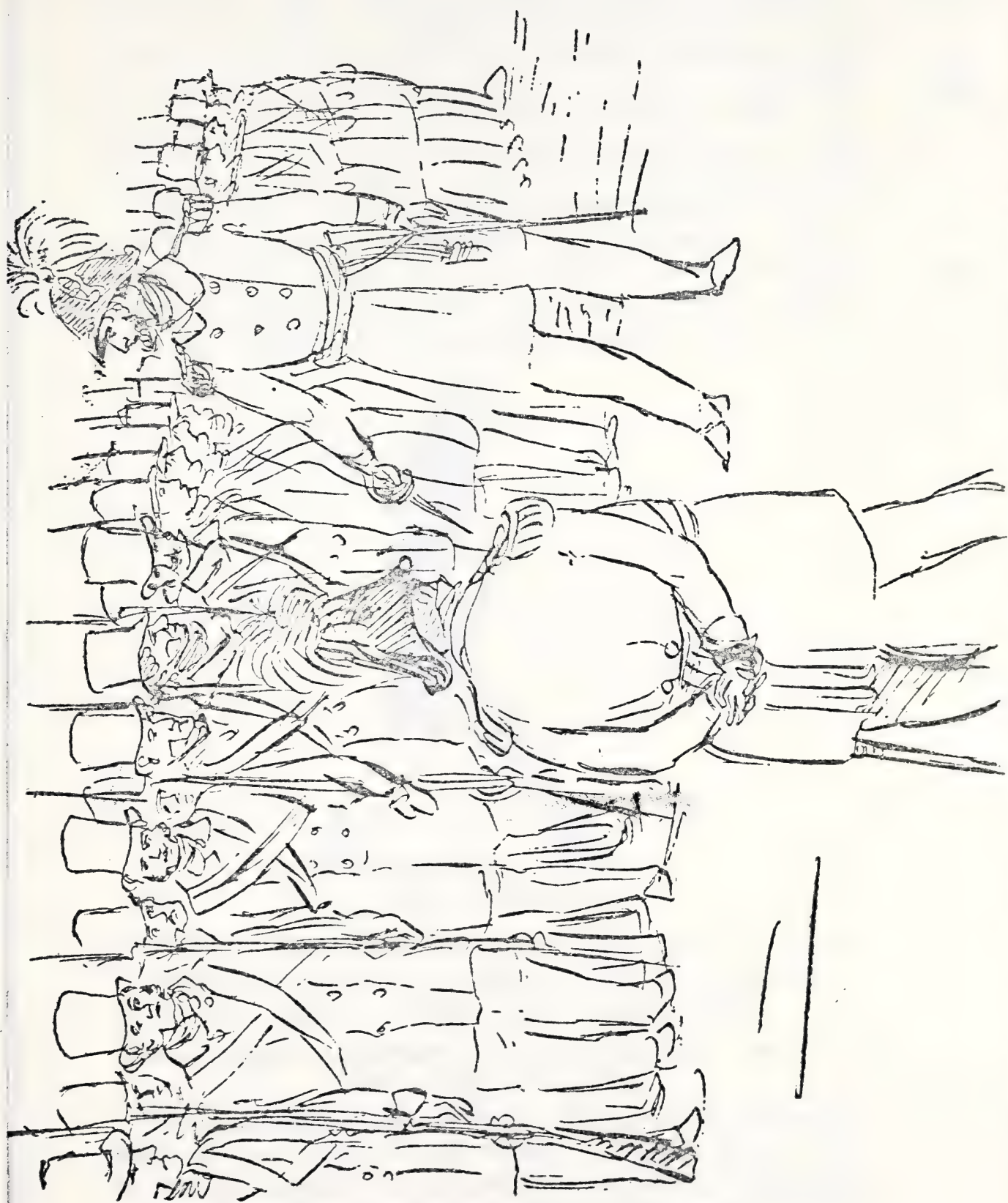


Left—MR. WEBB

Right—DR. de GERSDORFF

the habit of sinning, will appear to him, threatening and forbidding, longing and stern. Need I tell you that I speak from my own experience and that I have been within the last year a living example of the terrible consequences of this terrible vice, this passion of indulging in "not answering letters of friends."

The preceeding diagram is to show how finally my imagination, which made me see the friend's hand pointing to his last letter from California produced a revival of my better graphical nature, and effected an answer. Stepping down now from my allegorical ladder (which I confess was nothing but another dodge to make myself appearing if it must be a criminal at least a more "peculiar"



one) I will only add that I am heartily ashamed of it (i. e. of my negative writing) and will try to do better. But here presents itself at once another consequence of my protracted perseverance in sin, that is, the enormous Augian stable of old stories facts and trifles which if I had written oftener I would have made all go on the paper "over the Isthmus and down" into your letter-stomach. This Colossus of accumulated layers of news is now petrified and its chronology out of question. Fortunately, however, there is one subject of such absorbing interest and containing such huge facts that the all-devouring "chrones" will impossibly be able to devour them



CAPT. FARLESS

and to send them to oblivion, and that I will be entitled to make the most of it in this my "Salem reporter" to you. This subject is neither more nor less than:

The Fiftieth Anniversary of the Salem Light Infantry!
1805 — Oct. 9th, 1855.

This important festivity came off gloriously and made with all the sulking about before and after quite a stir in this old town, for I saw at least within the 4 years of my residence here, never so many "fine" people out in the streets, than on this occasion.

The "veterans" were to be sure the main attraction of the day. They turned out 100 strong (one hundred!), Capt. Lander, now Colonel, at their head, forming a battalion, with G. Peabody, Sen. & Cloutman, as Colonel-lieutenant & Major.

Safford, West, E. Peabody & W. Endicott as Captains; H. K. Oliver as sergeant, Prince, Farnum & Gersdorff as



OUR OLD COMMANDER

staff! It was as hale and hearty a looking set of veterans as ever carried a musket. Old George Hodges, Dr. Webb, R. Downing, A. Walker, etc., they all stretched their backs and brought in their bellies. On the common at 1 P. M. on their arrival from the armory they were received and met by the young guard, 86 muskets strong, with Capt. Farless at their head. Two excellent bands exchanged

their finest martial music, and the sun of Austerlitz shone upon the whole grand military scene. (Not to forget the 100 wives, 500 children, relations and several Hundred grand children of the Veterans all assembled on the Common.)

But what shall I say of the supper at Hamilton hall, set for 300 hungry, thirsty & cheerful guests? The best & choicest dishes & streams of Champagne. I still see before me our old Commander with glass in hand holding an address full of fun & humour

I still hear Hon. Upham letting off the steam close by me, which had been long kept in lately owing to defeated elections



HON. CHARLES W. UPHAM

Nov. 19, 1855. However, even this glorious time passed away, but long after you might see at the street corner or before the postoffice standing committees, talking it over and glorifying in their valorous deeds. Our last elections have turned out once more in favour of the K. N.; there was confusion of fusion, knockers etc., etc., which made the whole body politic entirely opaque to me, so that I did not vote at all. Whigs in more than ever "respectable minority." Dear Sir, I intended to give you more information of the things and men in the Witch town but the last mail today has come and you have with indulgence to take the good intention for the deed for I must close these lines. Of Mrs. Webb and Carrie I can truly say that nothing seems to want to their happiness but *one man*, who has the good wishes of all his friends, which

is a good number, for his success and final happy return. Mrs. Webb looks indeed better than I have ever seen her. Please give my love to Dr. Eckel and tell him that my practice is flourishing, that I am still single and my family consists of 1 horse, 1 dog, 2 birds, 2 cats, 1 turtle, and a great number of blue devils. Dr. Prince, who with his family is well, sends his love. Believe me to be

Yours ever very truly,

B. de Gersdorff.

A CHECK LIST OF SALEM PRIVATEERS IN THE WAR OF 1812.

COMPILED BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LXXIX, page 46.)

HELEN, schooner, was built at Braintree in 1791, she was registered in Salem 8 February 1799, Samuel King, master, Benjamin West and Amos Hovey, owners, on 11 November 1800, Joseph Lambert, master, Benjamin West and Nathaniel West, owners. She was sold to Beverly owners in January 1804 and registered 24 January 1804 at Salem, Samuel G MacKay, master, Samuel G. Mackay and William Wyer of Beverly, owners, on 21 July 1810 at Salem, John Jayne, John Howard, jr., William Brown, owners, William Brown, master, on 29 October 1811, George Gregerson, master, Joseph White, jr., Henry White, jr., Stephen White, owners, on 6 April 1812, George Gregerson, master, Stephen White, Joseph White, jr., Joseph J. Knap, Penn Townsend, owners who had purchased her in July 1810, on 20 October 1811, George Gregerson, master, Joseph White, jr., Henry White, jr., Stephen White, owners, on 20 November 1812 the same owners and John Upton, Benjamin Williams Crowninshield, Moses Townsend, owners and John Upton, master. On 9 December 1812 her Commission was surrendered at Salem, the cause given being "property Transferred." Her Commission 14 November 1812 gives John Upton, master, Penn Townsend et al. owners, Neil C. Lemon lieutenant, 78 tons, 50 men, 4 guns. Her Bond of same date gives Penn Townsend, Stephen White, Joseph Knap, John Upton, Benjamin W. Crowninshield, Moses Townsend, owners.

Leavitt says she sailed 12 November 1812 after the Liverpool Packet which had been harrying vessels off the coast. Joseph J. Knap and Stephen White, jr., loaned the vessel and they sailed that night but the Packet had left the day before for St. John's to be captured later and re-named Young Teazer's Ghost. In the Salem Ship Registers the year is given as 1813 which seems to be an error.

Her Log Book, in the Essex Institute collection, John Upton, master, from 14 November 1812 to 18 November states that, on the latter date, they were "Still (off Nantucket) in pursuit of the English Privateer. No previous mention of the Helen has been found nor anything else of interest in the log. Upton swore to the log on 18 November.

Her dimensions were 63'11"-18'2"-7'4", 74-30/95 tons. She carried 4 6 lb. guns, 70 men.

HENRY, brig, captured 22 October 1812 by the schooner Fame and forfeited as a prize in the Massachusetts District, Certificate No. 16, 4 August 1813. Her Commission No. 607, 22 December 1812, gives Gamaliel H. Ward, master, Thomas Bowditch, lieutenant, 106 tons, 10 men, 4 guns, Moses Townsend, Samuel Webb, jr., sureties, George Crowninshield et al. owners. Her Commission 17 February 1813 gives Thomas Bowditch, master, Daniel (?Web)ster, lieutenant, 106 tons, 8 men, 4 guns, Joseph Ropes, Henry Prince, sureties, the Crowninshields owners. She requested a Commission 4 October 1814, No. 1025, George Crowninshield, master, Fly White, lieutenant, 10 guns, 30 men, George Crowninshield, jr., Henry White, John Felt, Samuel Loring, owners and her Bond of same date and number John Crowninshield, jr., master, James Cheever, Henry Prince, sureties, George Crowninshield, jr., Benjamin W. Crowninshield, James Cheever, Henry Prince, owners. The Salem Ship Registers states that Jonathan Becket, jr., was also master 7 March 1815. At that time George Crowninshield, jr., Benjamin W. Crowninshield were owners and her dimensions were given as 68'6"-21'2"-9'7", 119-14/95 tons.

In 1813 she was fitted out as a cartel and sent to Halifax to bring back the bodies of Captain Lawrence and Lieutenant Ludlow who were killed in the Chesapeake-Shannon engagement.

HOLKAR, boat, was built by Leech and Teague of Salem in 1813. She requested a Commission, No. 752, 13 June 1813 when Samuel Lamson was her master, Samuel B. Graves, Samuel Tuck, jr., William Treadwell, But-

ler Fogerty, John ?Butler, jr., Henry Prince, Samuel Lamson, Samuel Leech, owners. Her Bond 10 July carried the same names with Benjamin Upton also an owner. Another Request of the same number, 10 July 1813 gives Lamson as master, Jonathan Blyth, lieutenant, 1 gun, 16 men, Benjamin Upton, John Leech, jr., William Treadwell, Henry Prince, Edward Lamson, Edward Leech, jr., Butler Fogerty, owners. Another copy of the last gives Lemuel Stearns, John Jayne, sureties, Butler Fogerty, Samuel B. Graves, Henry Prince, Samuel Leech, James W. Stearns, John Jayne, William Treadwell, Benjamin Upton, Samuel Lamson, Samuel Leech, jr., owners. On 18 September 1813 her Request for a Commission, No. 811, was signed by Samuel B. Graves, Samuel Leech, jr., William Treadwell, Butler Fogerty, John Becket, jr., Henry Prince, Samuel Lamson, Samuel Leech, owners and the Commission of same number and date gives Samuel Lamson, master, Edward Standly, Henry White, jr., sureties, 15 guns, Butler Fogerty, Samuel B. Graves, Samuel Leech, jr., Henry Prince, William Treadwell, John Becket, jr., Samuel Leech, Samuel B. Graves for Samuel Lamson, Edward Standly, Henry White, jr., owners.

Her dimensions were 30'-5'6"-2'6", 6 tons, her armament was 16 muskets, 16 men.

Her Log book is in the Essex Institute collection, dated 20 September to 21 October 1813. The following items are of interest:—

20 Sep. 1813, Sailed.

21 Sep. 1813, Spoke Orion, Blyth of Salem.

24 Sep. 1813, Saw a privateer supposed to be Industry of Marblehead at Herring Gut. Saw Capt. Blyth and Capt. Crocker who went in after men.

10 Oct. 1813 Spoke boat Swift, Capt. Berry from Machias.

22 Oct. 1813 At Crowninshield Wharf, Salem.

This Holkar is not to be confused with the larger and more successful vessel of the same name but variously given as of New York and other ports.

HUNTER, sloop, is said by the *Salem Gazette* to have been built on the Merrimac river and captured by the fri-

gate Venus but re-captured and was for sale in Salem 16 April 1813. It had been stated also that she was sent to England 5 March 1813. There is an error here of course. Perhaps two vessels are involved. In the Salem Ship Register we find "Hunter, sloop, 42 tons, Fairfield, Conn., 1800. Reg. Dec. 22, 1813. Samuel Rea, George Cleveland, owners; William Messervy, master. Reg. May 13, 1815, Jacob Towne, owner; Nathaniel Archer, master. In the Custom House papers is her Certificate of Enrolment No. 26, Salem, 18 May 1815, dimensions 52'4"-16'11"-5'7½", 42-31/95 tons. Mention has also been noted of Nathaniel Stanwood as master. She is not in the official list of private armed vessels.

In the Marine News, Salem *Gazette* are the following notes:—

24 Nov 1812 Hunter, privateer at Marblehead.

1 Dec. 1812 Hunter on a cruise.

25 Dec. 1812 Hunter of Salem, arrived, 11 days from Alexandria, (probably Virginia) bound for Boston.

2 Feb. 1813 Brig Peggy, taken 19 December 1812, arrived at Boston 2 February 1813.

5 Mar. 1813 Hunter, supposed privateer of Salem, Jeduthan Upton, master sent to England. Captured by Venus, frigate. Elsewhere stated she was taken 23 December 1812 by Phebe, Hillyer, master, had thrown over 12 guns in a chase. Had taken a transport and a brig.

16 Apl. 1813 For sale at Salem.

Coggeshall says her prizes were, in 1813, a British transport, 10 guns, military stores. Re-captured and sent to Halifax. He also mentions her capture of the Peggy.

Among the Custom House papers is the manifest 9 April 1813 of a cargo of beef from Newburyport for Salem. On 25 December 1814 another manifest of merchandise from Havana for Salem, owners, George Cleveland, Samuel Rea; William Manning, master, tonnage as stated above. Again 5 November 1815 merchandise for export from Hunter, N. Archer, master.

A further note from the *Gazette* on 9 December 1814 states:—"Her crew rescued that of the Fly ex Buckskin (not the Salem Vessel of the name), Sweet of Portland, 2

guns, 25 men, which ran on a ledge off York's Narrows the 28th ult. Got off and on 1 December ran on a ledge near Goose Island where she bilged. Since got off and arrived in Portland 2 December.

If she was indeed captured in 1812 and re-captured before November of that year she may have been registered elsewhere than Salem which would account for her absence from the list of privateers out of that port. Also as a prize re-fitted for privateering she would not be found in that list even though registered in Salem.

The *Essex Register* notes her arrival in Boston "partly owned in Salem."

Search in the papers in the Archives in Washington makes it clear that, as suggested above, there were two vessels of this name but there seems to be no way to separate the items as given here. It is found that the *brig* Hunter of Boston requested a Commission 13 November 1812 and that a Commission, No. 211, was issued in the District of Boston 16 November 1812 to John Brozer and Joseph N. Howe, Jeduthan Upton, master, Benjamin Wain, lieutenant, Lemuel Pope, jr., Caleb Eddy, sureties, 149-17/95 tons, 100 men, 12 guns.

INCREASE, brig or brigantine is called a privateer in the Marblehead list of Registrations and is said to have captured the brig or ship *Levant*, (q.v.). She first appears in the Marblehead Entry Book 27 May 1808, William Widger, master, John Hooper, 4th., consignee, 108 tons, in from Fayal with wine, fruit and codfish. She is usually called a brig and made frequent voyages to various ports up to 17 April 1815 always under Widger as master. She entered 15 November 1815, from St. Petersburg, Benjamin Andrews, master, Robert & John Hooper, John Beal, Thomas Pedrick, consignees. On 10 September 1816 she was in from Bilbao, Ebenezer Graves, master, John Hooper and L. Girdler, consignees. Lastly on 27 October 1817 she arrived from St. Petersburg with iron &c., Thomas P. James, master, John Hooper, consignee. She was a 'new vessel' in 1801, tonnage 108-55/95. In the list of Registers at Marblehead 11 May 1804, No. 22, tonnage as above, it states that she was

built at Amesbury in 1800, Robert & John Hooper, owners, William Widger, master.

In this latter list she appears 22 April 1815 as the captor of the ship *Levant*, as stated above. It is evident that she was a Letter of Marque since she was going about her usual business with prize-taking on the side.

INDUSTRY, schooner, was built in Amesbury in 1787 and is included in this Salem list because of her Salem registry and Salem masters but it is doubtful that she had Salem owners. She is not in the list of Salem private armed vessels as found in the Salem Custom House papers.

She was registered 27 February 1795, George Archer, master, James Dunlap, George Archer, Abel Lawrence, Samuel C. Ward, Joseph Sewall, Marblehead, Joseph Wilson, Marblehead, owners. Some of these were also Salem names. She was registered again 10 August 1795 Christopher Babbidge, master, Jonathan Mason, George Dodge, Henry Gardner, Abel Lawrence, owners and a third time 9 December 1795, William Russell, master, William Gray, owner, probably William Gray of Boston. Joseph J. Knap was also a master.

Rhodes' History of Marblehead notes her capture in August 1812 of the brig *Earl of Moira* and a contemporary list of prizes, author unknown, credits her with the schooner *America* 2 December 1812. Coggeshall lists as her prizes:—

1813 brig sent to Machias.

sloop, sent to Machias.

brig, Sir John Moore, 117 tons, sent to Lynn.

brig, Favorite, 222 tons, sent to Lynn.

brig, *Earl of Moira*, sent to Machias.

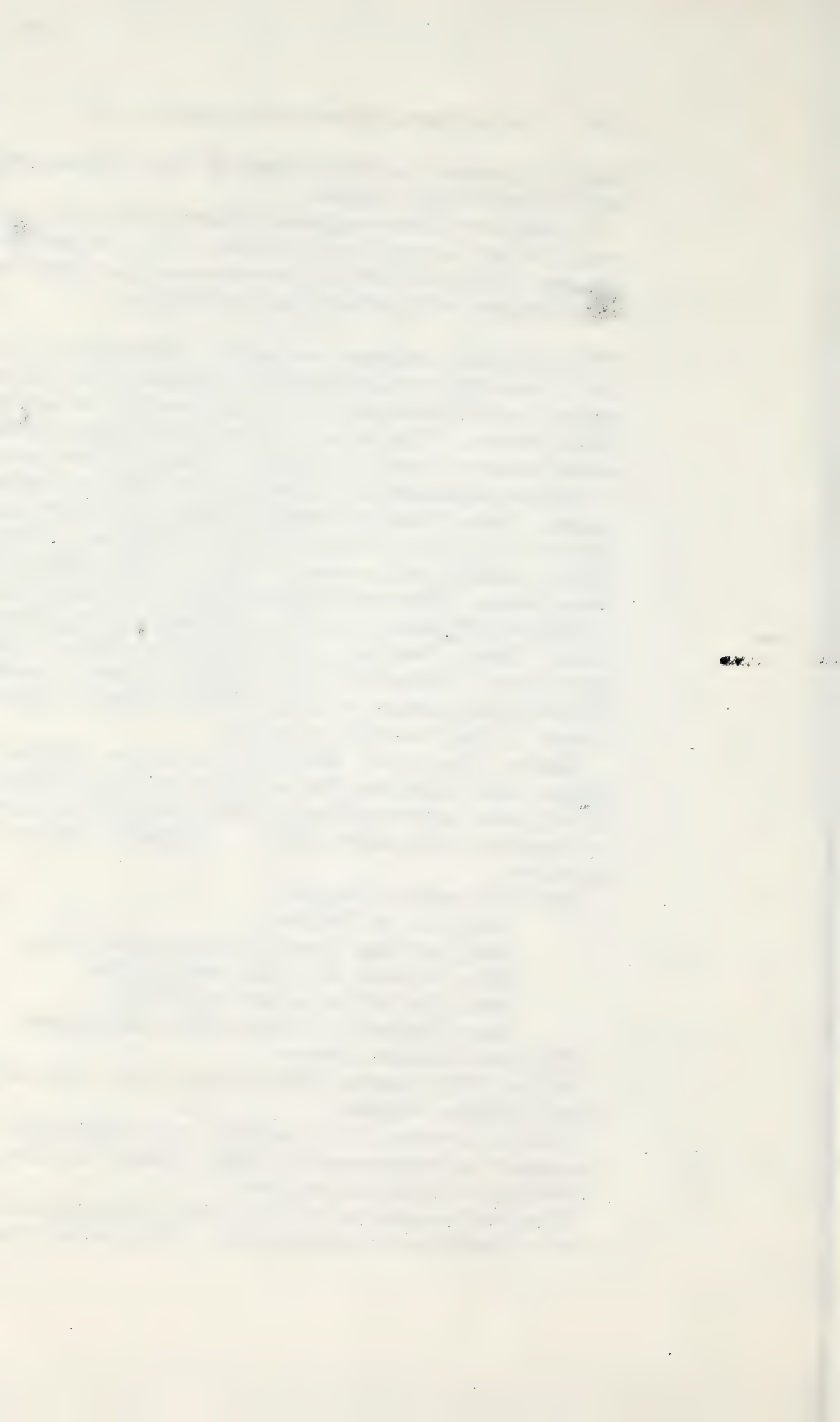
brig, Richard, 300 tons, sent to Marblehead.

The *Salem Gazette* lists:—

20 Oct. 1812 Arrived Marblehead a ship, prize of *Industry*, Mudge, master.

Also 15 October 1812 *Industry* was captured by her prisoners but re-captured by Capt. Mudge that day. 3 November 1812 for sale at Lynn.

The *Gazette* states on 1 October 1813 "Arrived the 25th. inst. at Marblehead, *Industry*, Rice. Had taken 3 vessels



of which a brig and sloop arrived in Marblehead and one was re-captured. Also the American schooner taken by the British and re-captured. 10 December at Halifax Industry of Marblehead, prize of brig Arab.

In the Tonnage Book of the Salem Custom House on 16 July 1812 the entry of her cargo from Salem to "East Shore" is made by Captain Benjamin Russell. The taking of the America is referred to under the sections devoted to Fame and Dart. She had been trading with the enemy.

In the Marblehead list of Registers we find a prize to Industry not mentioned elsewhere. Commission No. 3, 4 May 1813 gives the brig Mary (probably the un-named one sent to Machias) 266-33/95 tons, taken by privateer Industry, Samuel Chamberlain, master and owner, he of Portsmouth.

The papers in the Archives in Washington, in this case, afford details not obtainable in Salem:—

Her request for a Commission was dated 13 July 1812 by L. Kingsbury and Francis Boardman, Joseph Mudge, master, 39 tons, 35 men. Commission No. 184 was issued in the District of Marblehead, 27 July 1812, to Aaron Breed. Joseph Mudge, master, Thomas Rice, jr., lieutenant, 39 tons, 35 men, 1 gun and 20 muskets, Jonathan Stone, John Doliber, sureties. Commission No. 252, District of Marblehead, 16 September 1812, to Aaron Breed, Remainder as last.

Her Commission, No. 473, issued in the District of Marblehead, dated 9 August 1813 to John R. Russell gives Thomas Rice, master, Joseph Stevens, lieutenant, 39 tons, 35 men, 4-4pdr. guns, George Barker, Philip Bessom, sureties.

JEFFERSON, sloop altered to schooner, was built in Salem by Christopher Turner in 1801 at Union Wharf or at Frye's Mills at the head of North River if the Sketch of Salem is correct. Leavitt gives the former. Perhaps both are right and she was built at one and altered at the other. She was built for George Crowninshield as a yacht probably the first of that class in the United States unless one considers the 'pleasure boats' which Philip Eng-

lish and others had at much earlier dates. After her alterations she was Registered 1 July 1812 John Kehew, master, George Crowninshield owner.

Her Commission No. 46, 1 July 1812 gave John Kehew, master, John Downie, lieutenant, George Crowninshield surety, 22 tons, 1 gun, George Crowninshield & Co., owners. The Bond at this time is missing as is one for her next Commission, No. 245, 26 July 1812, John Downie, master, John Davis, lieutenant, 25 men, 1 gun, George Crowninshield, Benjamin W(illiams) Crowninshield, sureties, George Crowninshield, jr., owner.

She requested a Commission, No. 750, 17 June 1813, Timothy Wellman, jr., master, 12 men, Benjamin W. Crowninshield, George Crowninshield, jr., owners. Her Commission, No. 750, of same date, gives Timothy Wellman, jr., master, George Crowninshield, George Crowninshield, jr., sureties, 12 men, Benjamin W. Crowninshield, Timothy Wellman, jr., owners.

Her Request for a Commission, No. 448, 17 June 1813, gives Samuel Giles, master, Daniel Lebeter, lieutenant, 1 gun, 20 men, George Crowninshield, George Crowninshield, jr., sureties, George Crowninshield, owner. Her Bond, No. 448, of same date, gives Samuel Giles, master, Benjamin W. Crowninshield, sureties, George Crowninshield, jr., Samuel Giles, Benjamin W. Crowninshield, Henry Tibbets, owners. John N. Downie, Henry Tibbets and Samuel Goodridge are also given as masters.

Her dimensions were 35'10"-12'4"-6', tonnage 22-15/95, her armament variously as 1 carronade, 1-6 lb., and 1-5 lb. 4 swivels. Her crew from 20 to 40 men.

She is said to have sent in the second prize in the war, having sailed 1 July 1812 and arrived back 9 July. The contemporary list by an unknown author credits her with prizes as follows:—

11 July 1812 brig Sally, Captain Dent, which arrived in Salem, however on 10 July. Her cargo of salt for sale September.

12 July 1812 boat Rapid, Captain I. Downie.

12 July 1812 schooner Nymph.

12 July 1812 schooner Phebe.

12 July 1812 schooner Britania.

12 Aug. 1812 schooner Lively, Captain Collins.

12 Aug. 1812 sloop Polly, Captain Israel C. Hall.

The Nymph and Britania were for sale at Salem 15 September 1812. The *Salem Gazette* says the Captain of Sally was Porter of New York and she was taken as she lacked regular clearance. The *Essex Register* on 9 July 1812 states she had been in action with a large 12 gun ship, lost one man and the ship was taken by the Madison the next day and was of 300 tons.

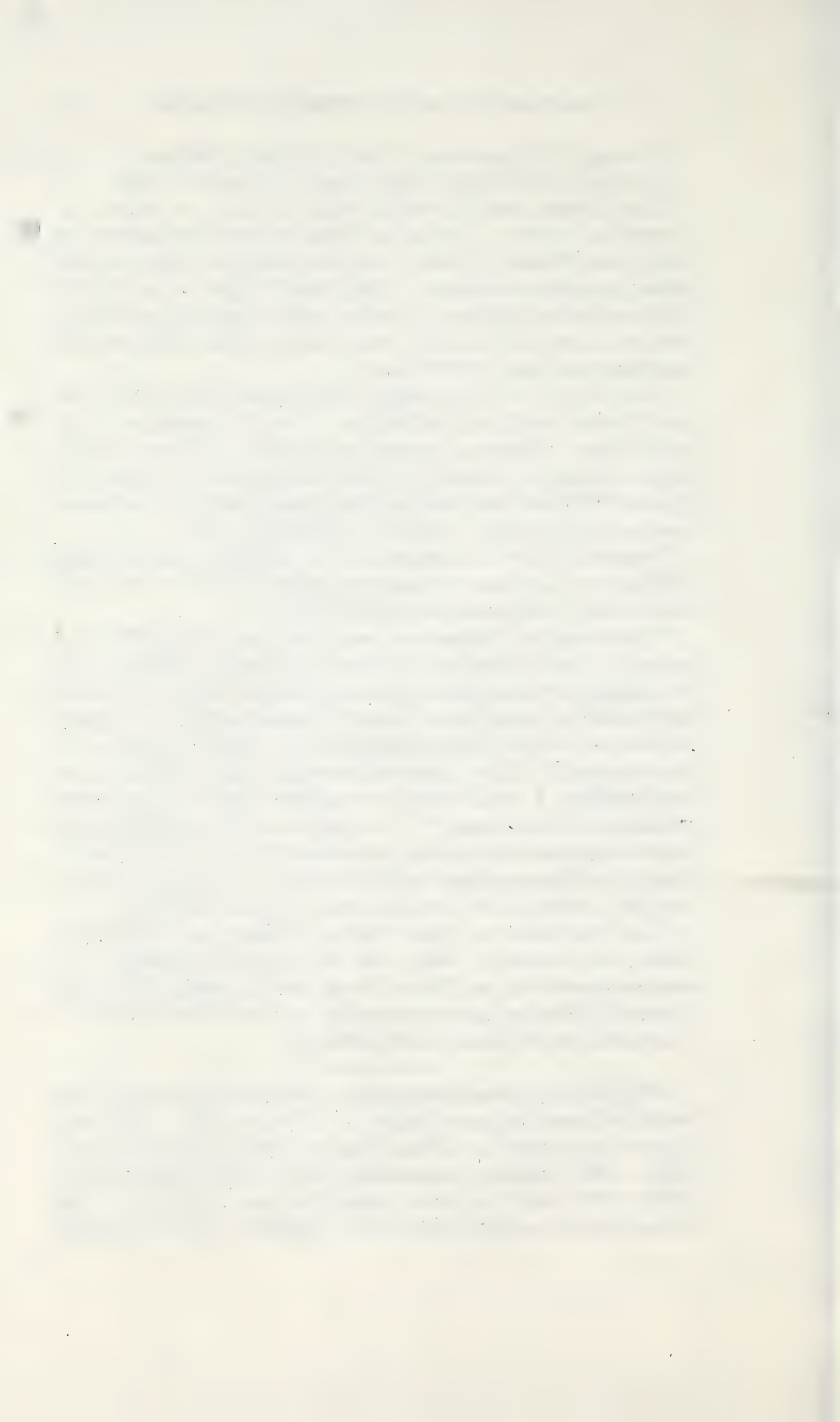
On 4 May 1813 she sailed with Frolic after the Liverpool Packet but failed to find her. On 15 December 1813, with Henry Tibbets as master she sailed for Boston with a cargo of pepper owned by the Crowninshield firm. In March 1819 she was sold to Manchester parties as a fisherman or to Gloucester parties as elsewhere said.

Doctor Bentley's comment on the Jefferson on 16 July 1812 is one that must occur to anyone in view of the tiny boats which were sent out during the war.

"Our smaller Vessels are out, that are intended for a cruise. The Jefferson is indeed too small. Thirty men in a sloop intended for a pleasure boat & where all could not be laid in bulk below must be uncomfortable. A good woman who saw them landing at her door in Maine, to buy some milk of her, justly observed to them "when I saw you landing, I could think of nothing else than so many goslings in a bread tray." Yet she was able to take many prizes & spread alarm along the shores of the bay of Fundy. She was a pleasure boat built & rigged by Capt. G. Crowninshield, second, for his amusement in the harbour."

The valuation of the Custom House on Jefferson's prizes 30 January 1813 was for Lively, schooner, "in court-no decision; on Rover, sloop, for 1/2 cargo, \$592 and Samuel Webb her agent turned in to the Collector from 1 July 1812 to 28 June 1813 \$2687.41.

JOHN, ship, was originally a brig or ketch and was built by Enos Briggs of Salem in 1794 or 1795. She was altered to a ship for Elias Hasket Derby about 25 June 1799. Her tonnage, according to the Ship Registers as 258-11/95 which is also stated in her log book. Her dimensions were 96'6"-25'-12'6" as given in her log though



Leavitt gives different figures except for her beam. They may be disregarded, as the others are official. Her masts and spars were by Hawkes & Babbage, (Babbidge).

She was first registered 9 June 1795, John Derby, master, Elias Hasket Derby, owner. Her next registry was 9 November 1799, Joseph Ropes, master, Benjamin Pickman, John Derby, Joseph Ropes, owners. Again 29 June 1804, Benjamin Bullock, master, Benjamin Crowninshield, jr., George Crowninshield, George Crowninshield, jr., Richard Crowninshield of New York, Benjamin Bullock, Nathaniel Silsbee, owners. Next on 9 January 1805, William Fairfield, master, George Crowninshield, George Crowninshield, jr., Benjamin Crowninshield, owners. Other masters were Stephen Phillips, 26 March 1798, Joseph Ropes, 25 June 1799 and James Brown, 22 June 1809.

Her Commission, No. 243, 25 July 1812 gives Benjamin Crowninshield, master, H. M. Fairfield, lieutenant, 258 tons, 108 men, 16 guns, James M. Fairfield, master, Joseph Lambert and Henry Elkins, sureties. Her Commission No. 472, 20 November 1812, gives James M. Fairfield, master, 16 guns, 100 men, 258 tons, Ebenezer Mason, lieutenant, Daniel Webb, jr., Gamaliel H. Ward, sureties, George Crowninshield et al. owners.

Her log book from 16 December 1812 to 6 February 1813 is in the Essex Institute collection and the following entries are of interest:—

16 Dec. 1812 Boarded brig Elizabeth, William M. Ashby, master, examined her papers and sent her on.

29 Dec. 1812 Boarded brig Good Susan, examined her papers and sent her on.

4 Jan. 1813 Boarded a Spanish brig, St. Francis de Assis, (Assisi). Captain Consiliars, Palma to Porto Rico.

6 Feb. 1813 Log ends abruptly and she was captured soon after.

The log also gives full lists of her officers and crew. She was captured by an armed brig in February 1813 according to the Ship Registers, though Bently says "19 March, and sent to St. Thomas." He is doubtless in error as the *Essex Register* says "5 February 1813, ship John, 16 guns, taken by Peruvian, 20 gun brig." The John at

that time had taken no prizes. The *Salem Gazette* agrees.

It is evident that she had been on an earlier cruise as the record of the prizes proves and had captured eleven vessels in three weeks. The *Essex Register* reports her arrival 12 August 1812 from a 21 day cruise and lists:— (The dates, when given, are from other sources, and so are some of the masters.)

4 Aug. 1812 schooner *Union*, (late Holmes, master) I. Snelling.

4 Aug. 1812 brig *Prince of Asturias*.

4 Aug. 1812 brig *Grace*.

4 Aug. 1812 brig *Richard Radley*.

4 Aug. 1812 ship *Apollo*, Cockerell, 8-18 lb. carronades, 18 men.

10 Aug. 1812 brig *Elizabeth*, Walker, 4 guns, 12 men.

10 Aug. 1812 brig *Russell*, Parking.

21 Aug. 1812 brig *Ceres*, Will C. Dean.

21 Aug. 1812 3 brigs, released.

21 Aug. 1812 40 prisoners.

She arrived 23 October 1812, having taken eight prizes of which three were destroyed. The *Register* states "*Arriver brig Henry also John, Crowninshield, which captured:—*

28 Sep. 1812 schooner *Blonde* which was re-captured 7 October by *Acasta* and arrived at Halifax 23 October.

13 Oct. 1812 schooner *Industry*, Mudge of Lynn. (q.v.)

23 Oct. 1812 brig *Henry*, I. Boardman, sent to Boston.

26 Oct. 1812 brig *Neptune*, I. Mazori, sent to Salem.

30 Oct. 1812 ship *Jane*, N. S. Luscomb, sent to Salem.

The *Salem Gazette* states that on 2 September 1812 205 of her prisoners arrived in Providence and her prizes *Ceres* and *Elizabeth* were advertised for sale as well as the *Union* about 24 September 1812.

By 24 November 1812 the *Tickler*, late *John*, was in Salem harbor. Coggeshall calls her "*Ticklen*" and it is presumably the *John* we have been considering, however, her old name appears to have been used at later dates and that may have been another *John*.

The brig *Ceres* was evidently sold at once as her Registry 26 September 1812 shows that she was foreign built, condemned as a prize in the Massachusetts District, Jo-

seph Strout, master, Gamaliel Hodges, owner. Her dimensions were 77'9"-24'2"-12'1", 200-54/95 tons.

A water-color of her as a ship, by Corné is at the Essex Institute and a photograph of a painting at the Peabody Museum.

In a list kept by an Insurance man during the war and printed in the Essex Institute Historical Collections, vols. 37-39 are notes which give a little information regarding the John's early affairs:—

16 Aug. 1812 arrived schooner, prize of John.

17 Aug. 1812 arrived John, 12 prizes mostly of little value.

21 Aug. 1812 arrived brig, her prize.

22 Aug. 1812 arrived at Cape Ann brig, her prize, having been re-taken by an English frigate and again re-taken by the privateer Lynn.

20 Oct. 1812 arrived New York ship Ferox and 1 October schooner Bologna from Dominique prizes to John of Salem.

23 Oct. 1812 arrived brig, her prize.

23 Oct. 1812 arrived John, 8 prizes, destroyed 3, re-took Lynn, privateer, Mudge.

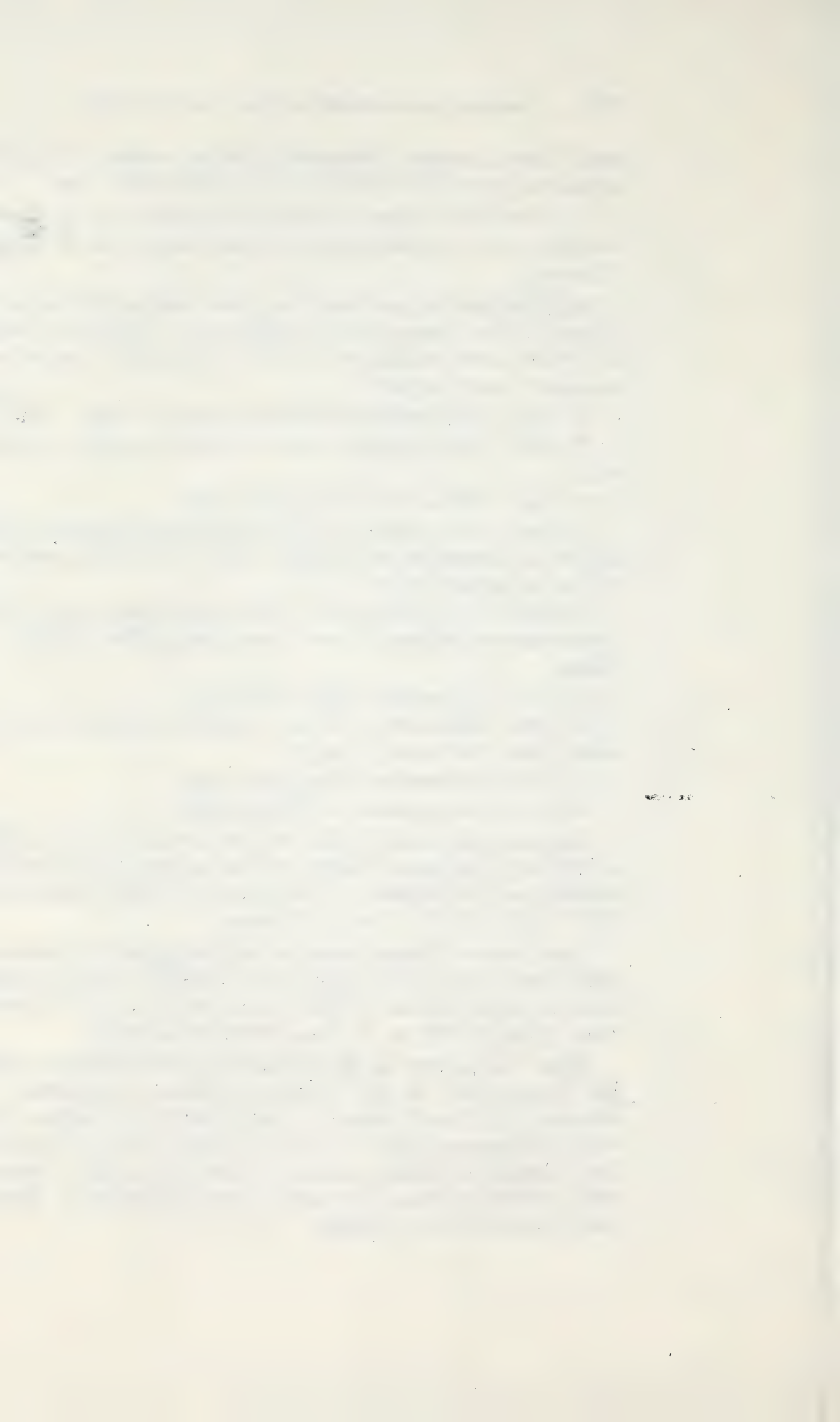
31 Oct. 1812 arrived Jane, her prize.

2 Mar. 1813 captured in West Indies.

Her prize the ship Apollo was registered 24 May 1814, of Boston, Benjamin Bangs of Boston owner and master. Condemned in Boston as her prize in 1812, dimensions 82'6"-24'6"-12'3", 214-78/95 tons.

The Custom House valuation on her prizes 30 January 1813 was:—brig Elizabeth, hull, \$3,800, none on cargo and her agent Samuel Webb, jr. turned in to the Collector from 1 July 1812 to 28 June 1813 \$15,892.83.

From the papers in the Archives in Washington comes her Commission as the Tickler of Boston, requested 21 January 1813 and issued in the District of Boston, No. 619, 23 January 1813 to John Bellows, David Hinckley &c., George D. Mackey, master, Edward L. Coffin, lieutenant, 187-34/95 tons, 16 men, 4 guns, Charles S. Appleton, Samuel Hunt, sureties.



JOHN AND GEORGE - REVENGE - RETALIATION, schooner, concerning whom authorities are often in disagreement, was built in New York in 1810. Leavitt places her capture by Regulator as 3 August 1812. (q.v.) The date is evidently an error if we accept the anonymous but contemporary list in the Peabody Museum as well as sundry other records. Regulator's log makes it 24 August which can be accepted as correct.

Leavitt says she had been found abandoned at sea by the British the last day of July 1812 and re-taken by Regulator, Captain James Mansfield. The *Salem Register* advertises her for sale 28 August 1812 when she is called "the pilot-schooner John and George."

Bowditch says she was captured 4 December 1812 by Paz and Leavitt prefers November 1812. The *Register* on 7 January 1813 states "Taken to Halifax, She was first attacked by a sloop with about 100 volunteers, 6 guns were sent out to take her. After a four hour fight she beat her off. A three masted schooner was then sent out which took her, she had 17 guns. She had one man killed, three wounded, the sloop reported to have had between thirty and forty killed and wounded.

Her dimensions were, according to Leavitt, 61'15'6', her tonnage 57 but Bowditch 69, armament by Leavitt 1 twelve pounder, 2 threes but Coggeshall calls the latter sixes. Her crew was 50 according to Leavitt, 38 by Maclay and 25 by Coggeshall.

No Custom House papers have been found in Salem under her original name but as Revenge we find the following:—

Commission No. 539, 27 October 1812, John Sinclair, jr., master, John Upton, Lieutenant, 45 men, 3 guns, 59 tons, sureties Henry Elkins, Jonathan Archer, Robert Stone, jr. et al. owners. The Bond of the same date:—the owners are, Robert Stone, jr., Jeremiah Briggs, William Manning, Nathaniel Garland, Thomas Whittredge, Curtis Searl, Joseph Winn, William Silsbee, John Sinclair, jr., Henry Elkins, Jonathan Archer.

Commission No. 542, 10 November 1812, John Sinclair jr., master, Charles Ring, lieutenant, 3 guns, 45 men, 59 tons, Jonathan Archer, Jonathan Lambert, sureties.

The Bond of same date:— the owners are, William Manning, Robert Stone, jr., Jeremiah Briggs, Robert Garland, Thomas Whittredge, Joseph Winn, William Silsbee, Curtis Searl, John Sinclair, jr., Jonathan Archer, Joseph Lambert.

Enclosed with the log of her second voyage, which is among those owned by the Essex Institute, is a letter from Henry Mason Brooks, formerly Secretary of the Essex Institute, which says "The John and George, a prize, captured August 1812, was fitted out for a privateer, 50 men, James Sinclair, jr., master. Made one cruise and was then re-named *Revenge*, the same commander. Captured by the English and name changed to *Retaliation*. Again captured and taken to Portsmouth. He does not think she belongs to Salem wherein he errs as her papers show.

Her log begins 13 November 1812 and runs to 3 December a note at the end recording that she was probably captured 4 December 1812 by a 16 gun vessel.

13 Nov. 1812 begins in Salem.

19 Nov. 1812 boarded schooner *Neptune*, Prince Kenny, master, put on crew and ordered to Salem. (The *Register* records in 16 December issue "*Neptune* cast away on rocks below Portland.)

20 Nov. 1812 boarded schooner *Favorite*, American, captured by *Liverpool Packet* and ordered to Liverpool. Took out the prize-master and put on crew and ordered to first port.

20 Nov. 1812 boarded a schooner, *Richardson*, master, gave her up as of no value.

23 Nov. 1812 boarded a schooner which ran on a rock and burned her. (The *Register* says this was in Nova Scotia.)

28 Nov. 1812 boarded brig *Bacchus*, James M'Caul, master, put on a crew and sent United States. (The *Register* advertises her for sale,, 170 tons, American built. 12 January 1813.)

3 December ends.

The *Gazette* mentions:—

10 Nov. 1812-*Revenge* arrived from a cruise of 8 days, captured ship *Ned* and schooner *Robin*. *Ned* arrived the same day, the *Robin* 20 November.

11 Dec. 1812 arrived in Boston a brig, prize of Revenge, also the brig Bacchus.

18 Dec. 1812 cast away, Neptune, prize of Revenge of Salem below Portland.

18 Dec. 1812 Revenge drove a schooner ashore in Nova Scotia and burned her.

22 Dec. 1812 Revenge said to be in Halifax.

The *Register* mentions:—

6 Nov. 1812 arrived schooner Revenge (formerly John and George) and quotes from her log:—

1 Nov. 1812 captured Robin, King master, off Grand Manan.

2 Nov. 1812 in action with British ship Ned, 10 guns, 16 men, 400 tons. Ned had engaged Teazer on her last cruise and beat her off. She arrived 6 November.

10 Nov. 1812 (in Marine Notes) schooner Favorite of Ellsworth captured off Cape Cod by Liverpool Packet recaptured off Cape Sable arrived 28th. instant. Revenge also captured schooner Neptune. Robin, prize of Revenge arrived at Portland arrived 10th and at Salem 17th instant.

5 Dec. 1812 For Sale, ship Ned at Crowninshield's Wharf, 307 tons.

10 Dec. 1812 Boston, arrived Bacchus, 230 tons, American built, captured and condemned.

12 Jan. 1813 For Sale schooner Robin, 87 tons.

The *Gazette* also adds:—

2 Apl. 1813 arrived in Boston brig Victory of Boston and a schooner from Baltimore prizes of Retaliation (Revenge).

27 Apl. 1813 brig Revenge taken 29th ult. off Ocracuck bar.

11 May 1813 reported from Halifax 23 April a brig and schooner prizes of Retaliation at Port a Bear. (sic?)

Coggeshall beside several vessels already noted gives:—

1814 sloop Friendship, destroyed.

schooner Alert, destroyed.

schooner Mary Ann, given up to prisoners.

Maclay speaks of the John and George being one of the smallest of the Salem privateers and mentions several of

her captures against odds, especially that of the Ned which could have blown her out of the water.

In the Vice-Admiralty Papers at Halifax is the record of the schooner *Revenge*, 69 tons, J. Sinclair, from Salem, captured by *Paz*, 4 December 1812.

In the *Accurate List of Prizes* E. I. Historical Collection, v. 37 the following valuations of *Revenge's* prizes are given.

Ship *Ned*, David Walker, \$4,550 for vessel and cargo. Schooner *Robin*, Thomas Swan, hull \$880, cargo, \$370; American schooner *Favorite of Ellsworth* re-captured, compromised \$1,800 for vessel and cargo, (re-taken from Liverpool Packet); English brig *Bacchus*, William Richardson, condemned, \$2,685. Her agent William Silsbee turned in to the Collector from 1 July 1812 to 28 June 1813 \$3,685.01.

LEADER, boat, of Machias, Maine. Of this small vessel but little has been found as she was evidently owned in Providence at first but from the Archives in Washington we get her request for a Commission 25 July 1812, then of Providence. Her Commission, No. 56, was issued in that District as of that date to Henry Smith, Silvanus Martin &c., Elisha Avery, master, John Brown, lieutenant 9-19/95 tons, 20 men, 2 swivels. It is noted that this was returned and the Commission given up while a letter 9 September 1812 from the Collector at Providence states the application for a Commission and that a Letter of Marque has been granted.

In the "Accurate List of Prizes Captured by the Privateers belonging to Salem and sent into this Port since the commencement of the present War with GREAT BRITAIN" published in the *Essex Register* of Salem 30 January 1813 an item is "American schooner *Tryal* of Machias (master not given) taken by the schooner *Leader*" and in a column devoted to the amounts received for vessels and cargoes "vessel not sold \$169.25."

In the contemporary but anonymous list, quoted from a number of times herein, *Leader's* capture of the boat *Trial* 9 September 1812 is found and in Leavitt's list her Captain's name is given as I. Cousins.

Finally in the *Essex Register* of 11 July 1813 the Trial, prize of Leader is offered for sale that day. The value of Tryal's cargo on 30 January 1813 by the Custom House was \$169.25, the hull was not sold.

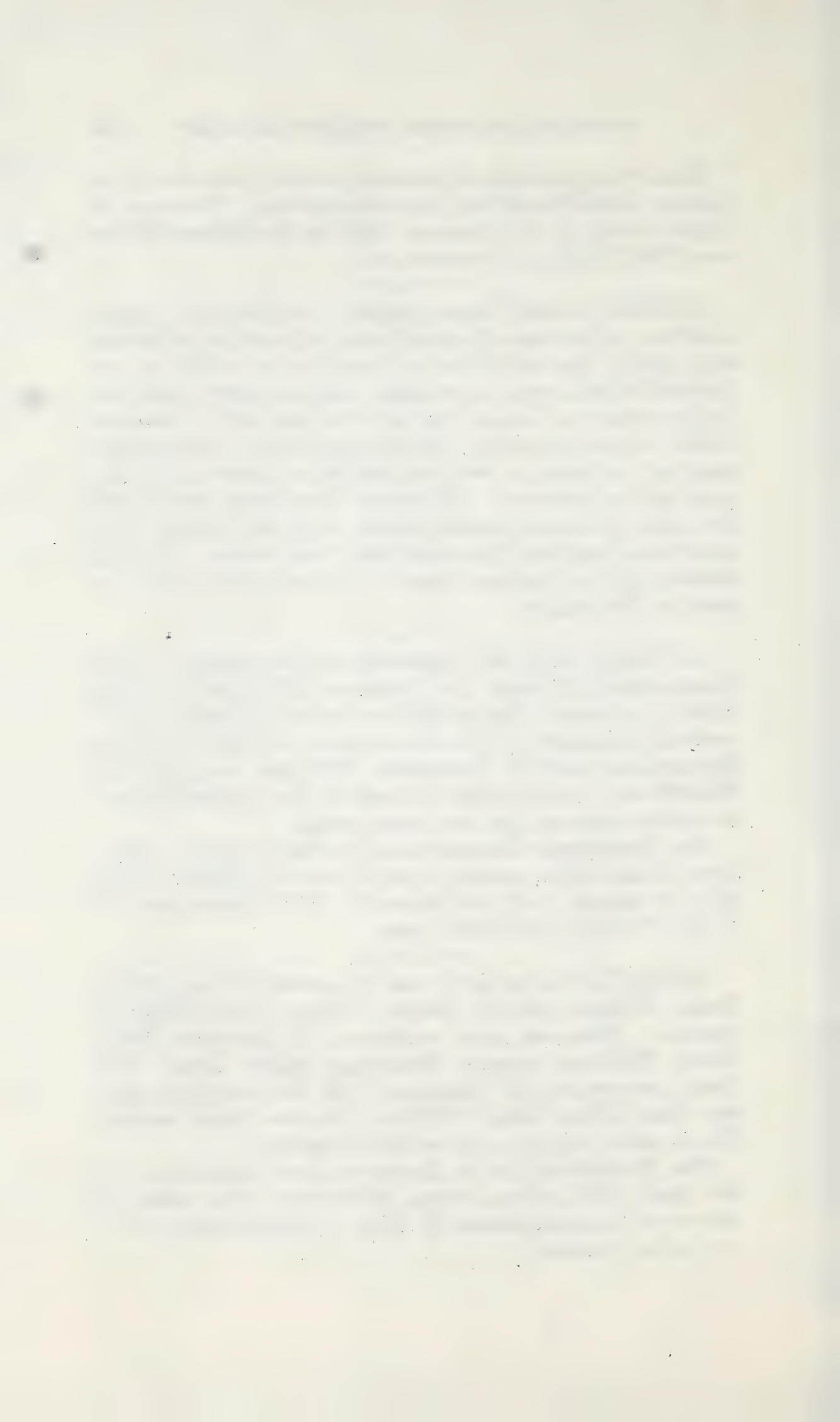
LEECH, a small vessel, is only mentioned by Coggeshall in a reference to the small craft sent out as privateers and Maclay also adds her to a similar list which he undoubtedly took from Coggeshall. She did better than her little competitor Leader for in 1814 she took a schooner which she ransomed, in 1815 she captured a schooner and sent her to Salem as well as another schooner which she gave up to prisoners. Of course these tiny craft could not take prisoners aboard unless very near shore, they must have been badly crowded with their crews. Nothing concerning her has been found in what is left of the papers in Washington.

LEVANT, brig, was captured and condemned in the Massachusetts District 14 November 1812 but by whom does not appear. She sailed for Salem 8 October 1812, arrived 2 January 1813, Rea master, 86 days out from Pernambuco and 14 November 1813 she was sold for \$10,800 as is found in the list kept by "an insurance man" to which reference has been often made.

Her Permanent Commission, No. 51, 2 October 1812, gives Samuel Rea, master, Joseph Peabody, Gideon Tucker, sole owners, built in Salem in 1812, dimensions 74' 2"-25' 7"-12' 6", 265-46/95 tons.

LEVANT, brig or ship, was Registered 26 April 1817, Israel Williams, master, James C King, Israel Williams, owners. She was again registered 25 December 1819, Israel Williams, master, Pickering Dodge, Israel Williams, owners and 22 December 1820 Nathan Cook, master, John Dike, Israel Williams, Nathan Cook, owners. She is called a brig in the printed Registers.

The Marblehead list of Registers gives Register No. 3, 22 April 1815, ship Levant, 233-59/95 tons, taken by privateer Increase, James C. King of Salem owner, ——— Alley, master.



In the list of prizes, later, Registered 26 April 1817 it is stated that she was captured and condemned in the Massachusetts District 14 November 1812 and given a certificate of Registry, No. 32, Boston, 26 January 1816. On 25 December 1819 the same facts are given but her certificate of Registry was No. 13, Salem, 20 April 1817. Her dimensions were 83'3"-22'8"-12'10", tonnage as above.

The privateer Increase does not appear to be mentioned elsewhere but she seems to be identical with a vessel listed in the Marblehead record and will be found in her proper order here.

LION or LYON, brig. There were three vessels of this name however spelled, a brig, a sloop and a schooner. The first, hailing from Salem, requested a Commission 18 December 1813, Josiah Orne, master, James King, lieutenant, 7 guns, 17 men, William P. Richardson, Nathan Cook, sureties, James Cook, William Manning, Josiah Orne, Nathan Cook, William P. Richardson, owners. Her Register, No. 843, of the same date gives Josiah Orne, master, James Cook, William Manning, owners. She was forfeited in the Massachusetts District, Register No. 52, 30 October 1811.

No prizes are credited to her so far as found except that in February 1814, when she was 28 days out, she had a prize Mars, and they were both captured by the sloop of war Forrester between the Hole in the Wall and Berry Island in the Bahamas. Captain Orne and his crew were parolled to Nassau and on February 1814 he took passage on a Swedish vessel for Havana. Thomas Saul, the mate, who had been sent to North Providence, presumably in the Bahamas though not found in the *Gazeteer*, arrived in Boston 22 April 1814

Her dimensions were 82'1"-24'6"-12'3", 212-87/95 tons and she was sold at Nassau 14 March 1814 for \$4,700.

LION, sloop, according to Maclay was of Salem, J(oshua) Hitch, master and had 2 guns and 20 men and that in July 1812 (it was 17 July that a brig, her prize, arrived in Marblehead) 3 Nova Scotia shallops arrived

in Marblehead, also that, with the assistance of Snowbird, (q. v.) Captain S. Stacey, Lion captured 5 brigs from Liverpool for St. Johns, one of them having 6 guns and that, in all, during the war she took 1 brig, 2 schooners, and 3 sloops. Why he called all of these brigs a few lines above cannot be explained. He gives no authority for his information and no mention of the vessel has been found elsewhere except in the Archives in Washington.

There is filed her Request for a Commission 17 August 1814, Joshua Hitch, master, Avery Parker, lieutenant, 25 tons, 20 men, 2 guns; signed by Joshua Hitch, Nathan Perry, Avery Parker. A letter 18 August 1814 from the Collector at New Bedford forwards the request for a Commission and states that it has been granted.

LION, schooner, is also stated by Maclay to have been of Salem, T(homas) Cloutman, master, is said to have been a "fast vessel out of Salem" mounting 22 guns, with other masters at different times. He says that on her last cruise she had taken 15 prizes "many of which were destroyed at sea and the cargoes, which realized \$400,000, had been sent into l'Orient." (Brittany.) It is difficult to account for the absence of any other mention of such an important capture and both these vessels are introduced for what his testimony is worth.

In the Archives papers in Washington is her Request for a Commission 1 July 1812 from Marblehead, made to the Collector of Boston and Charlestown, signed E. Bray, John Bailey &c. and her Commission, No. 36, issued in the District of Boston, 2 July 1812, for schooner Lyon, Thomas Cloutman, master, Joseph Millet, lieutenant, Joshua Prentiss, Samuel Turner, sureties, 33 tons, 22 men, 2 guns.

LIZARD, schooner, was built by Leach & Teague in Salem in 1813. Her dimensions were 25'-5'6"-2'6", 30 tons according to Leavitt but in the Custom House papers 62'4"-16'-6'4", 56-25/95 tons which is doubtless correct. The same authority gives Samuel Kennedy as owner 18 February 1814, however, her Bond, No. 475, 19 February 1814 gives Samuel Loring, master, John W. Treadwell,

Samuel Webb, sureties, 35 men, Joseph White, jr., Stephen White, Samuel Kennedy, Thomas M. Woodbridge, John White Treadwell, Samuel Webb, jr., Samuel Loring, owners. Her armament was 2 guns. B. Cook appears to have been her master at some period.

Her lease of life under Salem control was very brief, too short for her to make any captures for she was taken by sloop of war Prometheus 6 March 1814 and in the *Gazette* and *Essex Register*, where she is called a shallop, she arrived at Halifax with her captor on the 6th. or 8th, 2 guns, 42 men, captured off Sambro Light House, Nova Scotia. The Vice-Admiralty Papers give B. Cook as her master then.

MACEDONIAN, schooner, was built in Salem in 1814 and the *Salem Gazette* gives her port as Baltimore, an evident error but she was not registered in Salem but probably in Portsmouth.

Bentley, who makes the mistake of usually calling her a ship, announces news of her arrival in Portsmouth 5 December 1814 she probably fitted out at Boston as her master was to join her there. She had been out 20 days but having carried away her bowsprit had put in for repairs, nevertheless she had taken 5 prizes, 3 had been sunk, 1 sent in to port and 1 given to prisoners of whom she brought in 23.

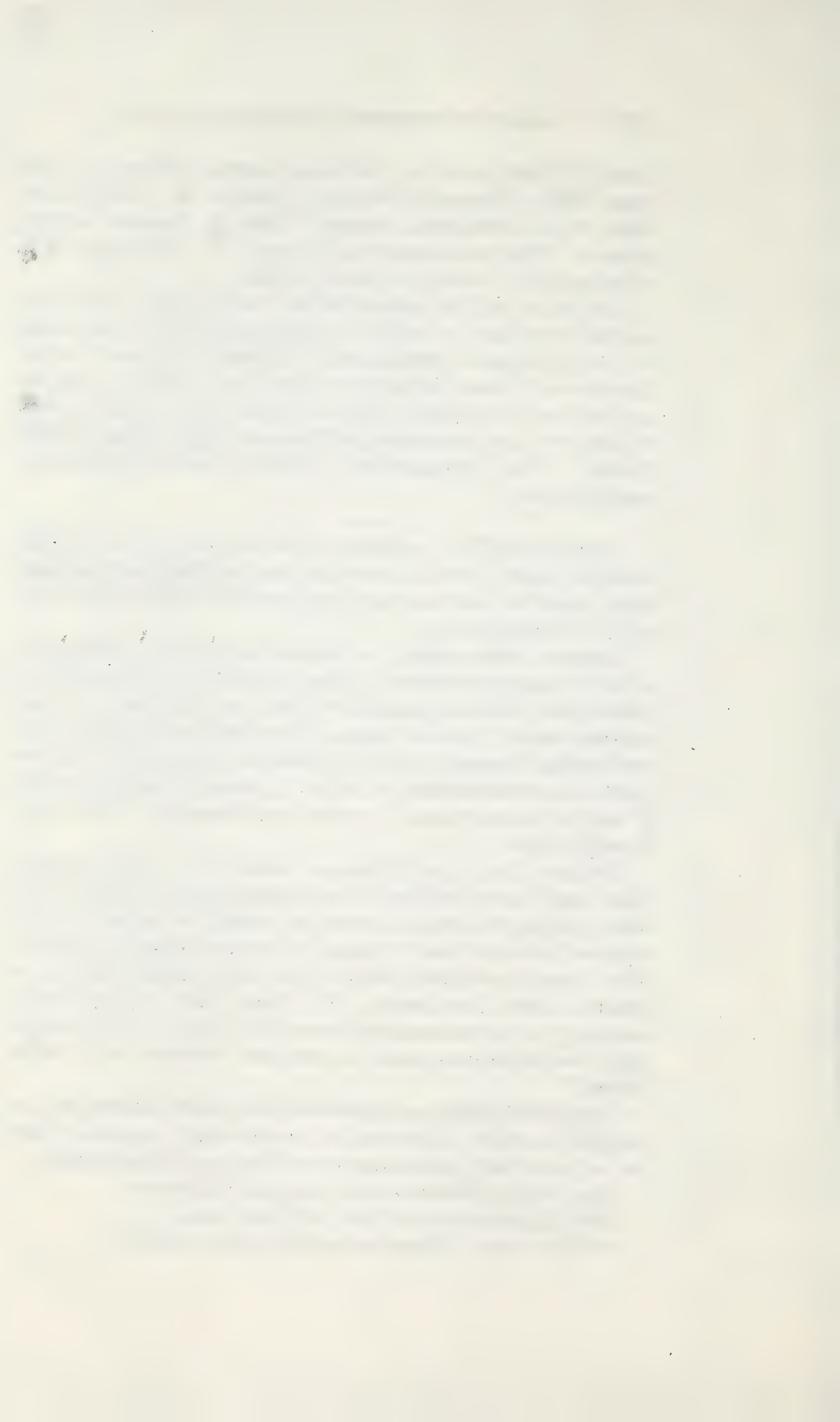
He says that the Baltimore model was "uncommonly fast" and that the "keel is not more than 2 thirds of the deck, having the stem & stern at nearly the same angle & the dead work of sharp vessels in the stern utterly removed. The Vessel is wider below & narrowed aloft, falling in greatly above her bends. All these lines are evidently contrary to the common opinions, but she is the best sailor (sic) we have ever seen in our port without any visible defect."

Coggeshall gives an imperfect list of her prizes not arranged in order of date which is not worth repeating here as we have very good ones from the two Salem papers.

The *Salem Gazette's* notes are as follows:—

1814 Macedonian arrived at Cape Ann.

18 Nov. 1814 Macedonian of Boston sailed.



6 Dec. 1814, Macedonian arrived, Penn Townsend, master. 3 prizes, 2 manned, 1 burned, 1 gave up to prisoners. Had 22 prisoners. Was chased by a frigate & threw over 5 guns.

9 Dec. 1814, Macedonian arrived the 5th. from 21 day cruise.

From her log:—

14 Nov. 1814, sailed from Salem.

16 Nov. 1814, captured brig Elizabeth, 130 tons, 11 men sent to U. S.

18 Nov. 1814, captured schooner Mariner, Littlewood, 124 tons, put on 22 prisoners and sent to Bermuda.

19 Nov. 1814, captured brig Louisa, Deganan, 175 tons, 8 men, burned.

20 Nov. 1814, captured brig Britannia, 153 tons, 6 men, burned.

22 Nov. 1814, captured Portuguese Gen. Hill, put on Capt. Deganan and 3 prisoners and let her proceed.

24 Nov. 1814, carried away bowsprit in chase of a ship.

25 Nov. 1814, captured Sir Edward Pellew, ship 307 tons, 2 guns, 19 men, destroyed.

29 Nov. 1814, heavy gale, threw over guns.

—50 prisoners, brought in 22.

From the *Essex Register*, from her log:—

7 Dec. 1814, arrived Macedonian of Portsmouth, Penn Townsend, master, at Portsmouth. 5th. instant in a gale threw over 4 guns. Had captured 1 ship, 3 brigs, 1 schooner, destroyed the ship and 2 brigs, manned 1 ship and gave schooner to prisoners. Brought in 22 prisoners.

19 Nov. 1814, captured schooner Mariner, put on 22 prisoners and ordered her to Bermuda.

19 Nov. 1814, captured brig Louise, 175 tons, set fire to her.

20 Nov. 1814, captured brig Britania, 153 tons.

23 Nov. 1814, spoke Portuguese ship Gen. Hill, put on Captain of Louise and 3 men.

24 Nov. 1814, carried away bowsprit in chase of a ship.

25 Nov. 1814, captured ship Sir Edward Pellew, 307 tons, 2 guns, 19 men, scuttled her.

29 Nov. 1814, tremendous gale, threw over 4 guns.

1 Dec. 1814, passed wreck of a schooner.

2 May 1815, arrived in Salem 30th. ult. Macedonian, Penn Townsend master. Out 16 weeks, captured 9 prizes, 5 manned out, 2 destroyed, 2 given up.

26 Jan. 1815, captured schooner Britannia off St. Michael's, gave her up.

31 Jan. 1815, captured brig Margaret & Francis, Welch, 89 tons, ordered her in.

4 Feb. 1815, captured sloop Joanna, Kitt, burned her in sight of a brig to windward.

6 Feb. 1815, boarded a Portuguese letter of marque ship, Charlotte, 16 guns.

7 Feb. 1815 captured ship Triumvirate, Green, 180 tons.

17 Feb. 1815, went into Porto Santo, landed prisoners and sailed again.

19 Feb. 1815, saw a sail of a man of war off Funchal roads.

21 Feb. 1815, boarded a Portuguese brig which informed us that the brig William & Mary of Providence had been captured and sent to Gibraltar.

4 Mar. 1815, spoke the privateer Scourge, Wooster of New York which had captured nothing, had thrown over all but 3 guns in a gale and lost her boatswain and 1 man by sickness.

7 Mar. 1815, captured brig Ocean (which arrived at Portsmouth). Capt. informed us that 3 American privateers were cruising in the Medeteranian and 1 of them (the Abarlino, brig, 4 guns and 1 long Tom, Capt. Wyer) had captured 13 prizes and sent in some to Tunis.

8 Mar. 1815, captured ship Somerset, Witherill, 260 tons, ordered her in, William Rogers, prize-master.

10 Mar. 1815, was chased by a frigate and gun brig under American colors, but out-sailed them.

11 Mar. 1815, captured brig Mercury, Ryan, ordered her in, William Coombs, prize-master.

23 Mar. 1815, captured letter of marque brig James and Charlotte, Golden, 12 guns, 15 men. (She arrived at Cape Ann.)

3 Apl. 1815, captured schooner Recovery, 32 days out from London, gave her up.

28 Apl. 1815, 30 miles off North Georges spoke brig

Diligent 40 hours from Portland for Barbadoes and was informed of peace.

He boarded a great number of neutrals and put most of his prisoners on them, brought in only the crew of the John & Charlotte (sic). The captain of a French schooner he boarded informed him of the capture of the privateer schooner Lee, Hewes of Boston and a privateer schooner brig supposed to be the George Little of Boston. (As shown below this was the brig Elizabeth captured about 12 March.)

1 May 1815, privateer schooner Leo, Hewes of Boston, captured the brig Elizabeth, prize to Macedonian, retaken by Newcastle and ordered to Halifax, burned her.

London 13 April, ship Somerset taken off Cape Finisterre by Macedonian re-taken 31 March by Ærne sloop of war, arrived Portsmouth, England, Friday.

8 Aug. 1815, Boston, 31 July ship Somerset, 45 days from Portsmouth, England prize to Macedonian lately released, arrived Boston.

In the Archives in Washington are found her Request for a Commission on Collector of Boston District 8 November 1814, No. 1026 issued that date to George Blunt, Abel Harris &c. Penn Townsend, master, John H. Davis, lieutenant, 252-39/95 tons, 95 men, 6 guns, 35 muskets, Peter Coffin, Robert Blunt, sureties.

MADISON, schooner, hailed from Gloucester, D. Elwell, master, but may have been partly owned in Salem. She was not registered in Salem. Her armament was 2 guns, 50 men. Bentley records on 10 July 1812 "The privateer Madison has carried a British ship of 300 tons into Gloucester to which port the Madison belongs.

Her prizes were:—

10 July 1812, ship 300 tons sent to Gloucester and arrived 5 August.

14 July 1812, transport, 22 guns, 295 tons captured with assistance of Polly, (q. v.)

It is probably the former of these which Coggeshall reports as transport No. 50, 2 guns, 12 men, sent to Gloucester, value \$50,000. (Arrived 10 July.) ship 12 guns. brig Eliza, 6 guns.

The ship *Eliza*, Farquhar, and brig *Ann*, her prizes were advertised for sale at Salem 17 September 1812. Maclay remarks upon the advantage of sailing in couples as shown by the capture of the transport by *Madison*, 2 guns, 50 men and *Polly* 5 guns, 57 men. The two vessels were cruising 14 July 1812 and chased two vessels supposed to be merchantmen but discovered nearly in gunshot to be an 18 gun brig of war carrying 22 guns, the *Indian*, (destroyed two days later by *Fair Trader* q. v.) It fell calm and the brig put out a launch and long boat with 40 men which opened fire with muskets and a 4-pounder. *Polly* and *Madison* replied and the launch surrendered, the other boat retreating. The cruiser was too near for Captain Handy to seize the launch so he got out his sweeps and escaped, noting that whereas the launch had sixteen oars out at first only five were seen upon her retreat. Captain Elwell had gone after the brig in company with the *Indian* and found her to be transport No. 50, from Halifax for St. Johns with powder and 880 uniforms. He easily took her.

Madison had a sharp engagement with the brig *Eliza*, 6 guns but, with two men wounded and the captain of the prize badly injured, he put into Eastport, on the way falling in with the frigate *Spartan* on 3 August 1812 as well as the frigate *Maidstone*, 32 guns. Elwell landed about six miles below Eastport and landed his men and guns, erecting a battery. Six boats full of men approached and the battery opened fire killing 20 or 30 which caused them to retreat. The following day they attacked again with a larger force and took *Madison* and her prize, her men escaping into the woods. No one was wounded the first day though several were on the second attack.

Madison took, in all, 4 ships, 3 brigs and a schooner. It was perhaps she as the *James Madison*, privateer, captured about 5 August by the frigate *Jason*.

After her first cruise she paid \$900 a share.

(To be continued)

SHIP REGISTERS OF THE DISTRICT OF GLOUCESTER, 1789-1875.

COMPILED FROM THE GLOUCESTER CUSTOMS RECORDS,
NOW IN POSSESSION OF THE ESSEX INSTITUTE.

(Continued from Volume LXXIX, page 80.)

LUCY, sch., Deer Isle, 97 10/95 tons; built Brunswick, 1802; length, 66 ft. 4 in.; breadth, 21 ft. 5½ in.; depth, 8 ft. ½ in.; one deck, two masts, square stern. Reg. Nov. 20, 1812, "Enrollment no. 19 granted Penobscot, Apr. 25, 1811." Jonathan Haskell, 3d., Chase Pressy, Peter Hardy, jr., Thomas Pressy, Jonathan Pressy, Deer Isle, owners; Jonathan Haskell, 3d., master.

LUCY, sch., Boston, 55 9/95 tons; built Boston—; temporary. Reg. Oct. 1, 1814, "Enrollment no. 31, Aug. 19, 1813." Joseph Proctor agent for Eben Parsons, Boston, owner; William Allen, master.

LUCY, sch., Lynn, 20 71/95 tons; built Ipswich, 1818; temporary; length, 38 ft. 4 in.; breadth, 11 ft. 10 in.; depth, 5 ft. 4 in.; one deck, two masts, pink stern. Reg. Nov. 12, 1827, "Enrollment no. 1 issued Mar. 4, 1824." Henry Wardwell, Lynn; Samuel E. Woodbury, Marblehead, owners; Horace Searles, master.

LUCY ANN, sch., Salem 43 66/95 tons; built Manchester, 1822; temporary; length, 48 ft. 4½ in.; breadth, 14 ft. 9 in.; depth, 7 ft. 13⁄8 in.; one deck, two masts, square stern. Reg. Feb. 18, 1824, "Enrollment no. 48, July 20, 1822." Joseph Shatswell, John Henfield, jr., David Pulsifer, Reuben Alley, owners; John Henfield, jr., master.

LUCY MARY, sch., Vinalhaven, Me., 27 52/95 tons; built Essex, 1838; temporary; length, 43 ft. 2 in.; breadth, 12 ft. 8 in.; depth 5 ft. 10½ in.; one deck, two masts, square stern. Reg. 1856, "Previous Enrollment no. 145, Aug. 5, 1854." Nathaniel Ames, Winthrop Ames, Vinalhaven, Me., owners; Nathaniel Ames, master.

LUTHER, sch., Vinalhaven, Me.; 31 3/95 tons; built Essex, 1830; temporary; length, 42 ft. 9 in.; breadth, 13 ft. 6 in.; depth, 6 ft. 3½ in.; one deck, two masts, pink stern. Reg. 1847, "Previous Enrollment no. 51, Apr. 24, 1844."

LYDIA, sch., Manchester, 78 36/95 tons; built Salem, 1801; length, 63 ft.; breadth, 19 ft. 1 in.; depth, 7 ft. 7 in.; one deck, two masts, square stern. Reg. June 8, 1809, "Temporary Register no 70, Salem, June 3, 1809." Tyler Parsons, Manchester, owner; Benjamin Smith, master.

LYDIA, sloop, 75 68/95 tons; built Portland, 1815; length, 63 ft. 1 in.; breadth, 17 ft. 3¼ in.; depth, 7 ft. 10¾ in.; one deck, one mast, square stern. Reg. Apr. 2, 1816, "Temporary Register no. 80 issued Boston, Mar. 21, 1816." William Parrott, William Pearse, William Pearse, jr., owners; Joseph Foster, master.

LYDIA, sch., 90 5/95 tons; built Haverhill, 1808; length, 62 ft. 1 in.; breadth, 19 ft. 10 in.; depth, 8 ft. 2 in.; one deck, two masts, square stern. Reg. May 3, 1821, "Enrollment no. 17 issued Apr. 15, 1818." William W. Parrott, William Pearce, William Pearce, jr., Samuel Pearce, George W. Pearce, owners; David Elwell, jr., master. Changed to a brig. Reg. Mar. 18, 1822, same owners; Bonaparte Toscan, master. Reg. Apr. 16, 1823, same owners; Jeremiah Foster, master.

LYDIA, sch., Woolwich, Me., 21 56/95 tons; built Essex, 1820; temporary; length, 38 ft. 4 in.; breadth, 12 ft.; depth, 5 ft. 6 in.; one deck, two masts, pink stern. Reg. Dec. 17, 1831, "Enrollment no. 58 issued Apr. 16, 1829." Joshua Pool, jr., Joshua Pool, Woolwich, Me., owners; Joshua Pool, jr., master. Reg. Feb. 2, 1833, "Enrollment no. 47 issued Apr. 4, 1832." John McIntire, owner; John McIntire, master.

LYDIA AND HARRIOT, sch., 44 31/95 tons; built Boothbay, 1812; length, 52 ft. 10 in.; breadth, 15 ft. 5 in.; depth, 6 ft. 4 in.; one deck, two masts, square stern. "Enrollment no. 1 issued Wiscasset Jan. 11, 1817." John Burns, jr., owner; John Burns, jr., master.

LYDIA HEAD, bark, 157 49/95 tons; built Waldoboro, 1801; length, 73 ft. 3 in.; breadth, 22 ft. 5¼ in.; depth, 11 ft. 2½ in.; two decks, three masts, square stern. "Temporary Register no. 137 issued district of Boston and Charlestown May 10, 1805." Thomas Parsons, Aaron Parsons, owners; Theodore Stanwood, master.

LYGONIA, sch., Calais, Me.; 147 38/95 tons; built Bluehill, Me., 1827; temporary; length, 73 ft. 4 in.; breadth, 24 ft. 5 in.; depth, 8 ft. 5 in.; billet head, one deck, two masts, square stern. Reg. Apr. 30, 1839, "Enrollment no. 24 issued Passamaquoddy May 1, 1838." Benjamin F. Waite, Calais, Me., owner; Davis Haskell, Deer Isle, Me., master.

M. C. ROWE, sch., 99 51/95 tons; built Essex, 1858; length, 76 ft.; breadth, 22 ft. 9 in.; depth, 6 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Dec. 10, 1858, "Enrollment no. 126 issued May 10, 1858." Charles Friend,

Nathaniel Friend, James F. Burnham, Andrew Leighton, owners; George Thurston, master. Reg. Dec. 6, 1859, "Enrollment no. 73 issued Mar. 1, 1859." Same owners and master. Reg. Dec. 7, 1860, "Enrollment no. 119 issued Apr. 2, 1860." Same owners and master. Reg. Nov. 12, 1868, "Enrollment no. 132 issued May 1, 1867." Benjamin Low, David Low, owners; Charles Kimball, master.

MACDONOUGH, sch., Barnstable, 76 41/95 tons; built Saybrook, Conn., 1818; temporary; length, 62 ft.; breadth, 21 ft.; depth, 7 ft.; one deck, two masts, square stern. Reg. Mar. 16, 1833, "Enrollment no. 9 issued Barnstable Mar. 7, 1832." Zenas D. Bassett, Barnstable, owner; Isaac Godfrey, master. Reg. Apr. 4, 1840, "Enrollment no. 11 issued New York Apr. 11, 1838." Starks W. Lewis, New York City, owner; Joseph Berry, master.

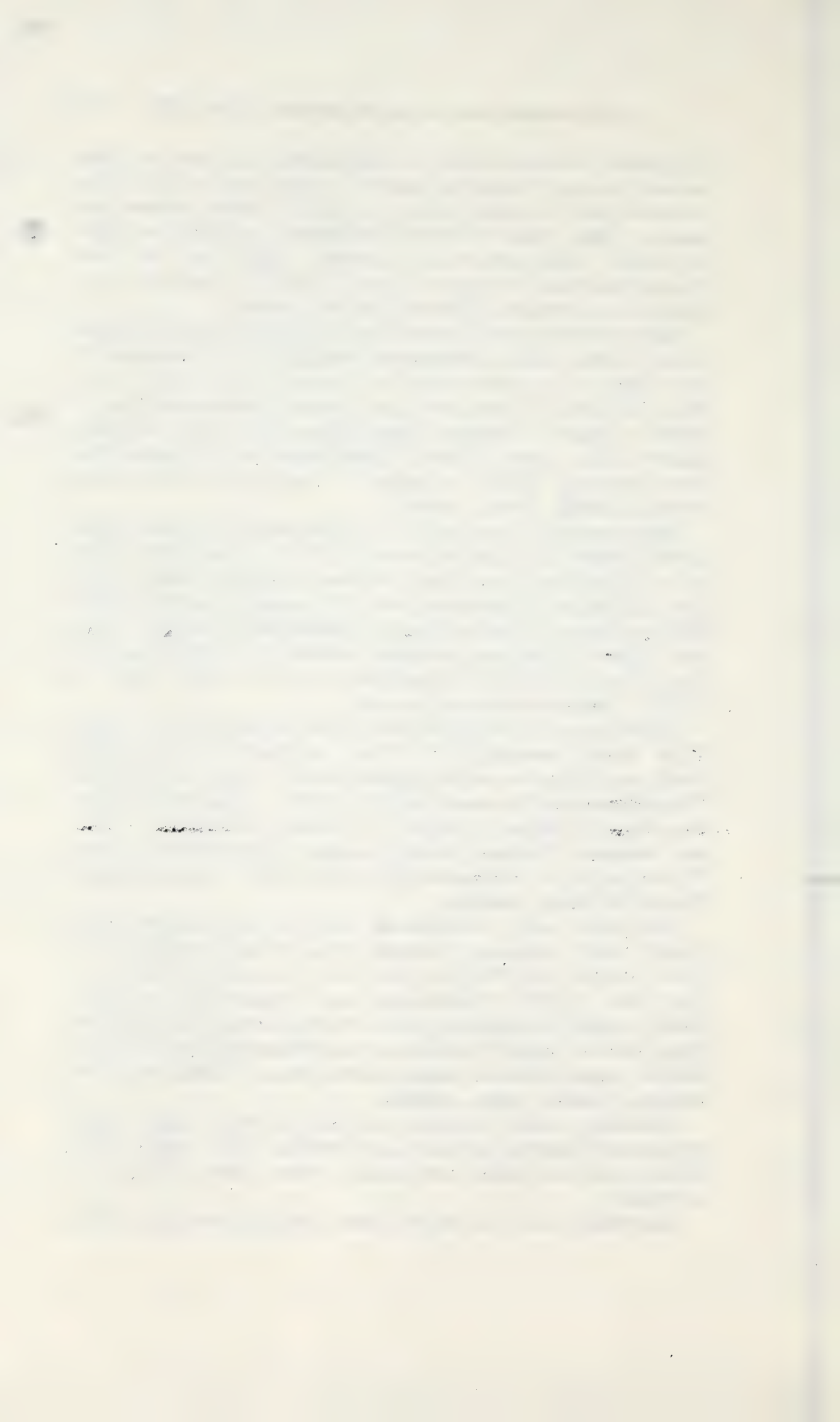
MADAWASKA MAID, sch., 63 6/10 tons; built Bath, Me., 1868; length, 76 ft. 6 in.; breadth, 21 ft. 6 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, elliptic stern. Reg. Oct. 22, 1870, "Enrollment no. 176 issued June 19, 1869." William Seavey, James Brown, Charlestown, Joseph J. Tupper, John S. McQuin, owners; Joseph J. Tupper, master. Reg. Nov. 20, 1872, "Enrollment no. 78 issued Apr. 10, 1871." Same owners and master.

MAGIC, sch., 67 83/100 tons; built Essex, 1871; length, 73 ft. 9 in.; breadth, 21 ft. 1 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Dec. 2, 1871, "Enrollment no 15 issued July 20, 1871." Frederic G. Wonson, John F. Wonson, Roger W. Wonson, Franklin A. Wonson, owners; Thomas Harvey, master. Reg. Nov. 7, 1872, "Enrollment no. 42 issued Feb. 13, 1872." Same owners; Merrill B. King, master.

MAGNOLIA, sch., Vinalhaven, Me., 37 33/95 tons; built Essex, 1832; temporary; length, 46 ft. 4 in.; breadth, 14 ft. 2 in.; depth, 6 ft. 7½ in.; one deck, two masts, pink stern. Reg. Nov. 7, 1838, "Enrollment no. 50 issued Apr. 4, 1834." George Pool, Vinalhaven, Me., owner; George Pool, master. Reg. Dec. 6, 1843, "Enrollment no. 98 issued Dec. 9, 1839." Robert Ames, Ezekiel Ames, Lewis Ames, Vinalhaven, Me., owners; Ezekiel Ames, master.

MAJESTIC, sch., Brewster, 51 63/95 tons; built Mass.; temporary; length, 53 ft. 2 in.; breadth, 7 ft.; depth, 9 ft.; billet head; one deck, two masts, square stern. Reg. Apr. 1, 1848.

MALVINA, sch., 63 46/95 tons; built Gloucester, 1824;



length, 57 ft. 7 in.; breadth, 17 ft. 7 in.; depth, 7 ft. 4½ in.; billet head; one deck, two masts, square stern. Reg. June 26, 1827, "Temporary Register no. 85 issued Boston Apr. 26, 1827." Asa Woodbury, jr., Asa Woodbury, owners; Asa Woodbury, jr., master.

MANCHESTER, sch., Boston, 52 34/95 tons; built Duxbury, 1784; temporary; length, 64 ft. 4 in.; breadth, 16 ft. 9 in.; depth, 6 ft. 10 in.; one deck, two masts, square stern. Reg. May 26, 1823, "Enrollment no. 123 granted Boston June 30, 1815." Gorham Parsons, Brighton, owner; Abraham Williams, jr., master. Reg. Nov. 10, 1837, "Enrollment no. 38 issued Mar. 9, 1837." Obed Pulcifer, John Jones, James Sawyer, jr., owners; William Coffin, master.

MARIA, bgtne., Boston, 135 54/95 tons; built Saco, Mass., 1784; length, 58 ft. 5 in.; breadth, 21 ft.; depth, 10 ft. 6 in. Reg. Dec. 29, 1789. Daniel Sargent, Boston, owner; William Dolliver, jr., master.

MARIA, brig, Boston, 171 81/95 tons; built Ducktrap, 1795; length, 78 ft.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in.; figure head, dragon. Reg. July 6, 1801. John Beach, owner; Abraham Waters, master.

MARIA ROXANNA, sch., Bristol, Me., 132 31/100 tons; built Bristol, Me., 1858; temporary; length, 89 ft.; breadth, 26 ft.; depth, 8 ft. 7 in.; one deck, two masts, square stern. Reg. June 1, 1868, "Enrollment no. 20 issued Nobleboro, June 13, 1867." Thomas Palmer, George Cox, James Erskine, Clementine Fossett, Alexander Gates, Phillip D. Gates, Arthur Cox, Washington Clifford, S. T. Hines, Bristol, Me., J. A. Gates, Austin Miller, Joseph Day, Damariscotta, Me., owners; Thomas Palmer, master.

MARIETTA, ship, 184 43/95 tons; built Bradford, Mass., 1789; length, 66 ft. 3 in.; breadth, 23 ft.; depth, 11 ft. 6 in.; figure head, woman. Reg. Dec. 30, 1789. Winthrop Sargent, Fitz William Sargent, owners; Fitz William Sargent, master.

MARIETTA, sloop, 53 69/95 tons; built Killingworth, Conn., 1802; length, 56 ft.; breadth, 18 ft. 9 in.; depth, 6 ft. 1 in.; one deck, one mast, square stern. Reg. July 29, 1809. "Enrollment no. 26 granted June 13, 1809." Joshua Woodbury, Daniel Rogers, jr., Samuel Rogers, owners; Winthrop Stanwood, master. Reg. Feb. 21, 1810. "Enrollment no. 43 granted Dec. 4, 1809." Jonathan Low, owner; John Gorham, master.

MARINER, sch., 60 33/95 tons; built Essex, 1827; length,



55 ft. 8 in.; breadth, 16 ft. 9 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Dec. 5, 1828, "Enrollment no. 8 issued Mar. 3, 1828." George Steele, William Parsons, jr., Charles P. Wood, James Steele, owners; William Williams, master.

MARION, sch., 45 80/95 tons; built Amesbury, 1814; length, 53 ft.; breadth, 14 ft. 11 in.; depth, 6 ft. 7½ in.; one deck, two masts, pink stern. Reg. Jan. 31, 1815, "Enrollment no. 29 granted May 10, 1814." Charles Babson, jr., William Babson, jr., Robert Elwell, jr., Nathaniel Babson, owners; Charles Babson, jr., master. Reg. June 12, 1815, "Enrollment no. 42 May 27, 1815." Robert Elwell, jr., William Babson, jr., owners; Gideon Lane, jr., master. Reg. Dec. 18, 1815. William Babson, jr., Joseph Babson, Obadiah Woodbury, owners; same master.

MARION, sch., Bremen, Me., 33 15/95 tons; built Essex, 1834; temporary; length, 44 ft. 7 in.; breadth, 13 ft. 8 in.; depth, 6 ft. 4 in.; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 89 April 11, 1853." John Osier, Bremen, Me., owner; John Osier, master.

MARIQUITA, sch., 141 41/95 tons; built Newburyport, 1858; length, 87 ft.; breadth, 22 ft. 1 in.; depth, 8 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Nov. 15, 1858, "Enrollment no. 146 issued June 4, 1858." George W. Plumer, Obadiah Woodbury, owners; Gustavus A. Lane, master.

MARTHA, sch., Waldo, Me., 24 58/95 tons; built Ipswich, 1824; temporary; length, 39 ft. 11 in.; breadth, 12 ft. 4 in.; depth, 5 ft. 10 in.; billet head; one deck, two masts, pink stern. Reg. Dec. 20, 1828, "Enrollment no. 28 issued Apr. 5, 1824." Henry Rose, Roger Merithew, Rothbun Dodge, Waldo, Me., owners; Henry Rose, master. Reg. Apr. 23, 1835, "Enrollment no. 50 issued Apr. 4, 1831." John B. Knight, Nathaniel Knight, Boothbay, Me., owners; John B. Knight, master.

MARTHA, sch., Marshfield, 23 82/95 tons; built Essex, 1840; temporary; length, 40 ft. 6½ in.; breadth, 12 ft.; depth, 5 ft. 8 in.; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 87 Apr. 29, 1852." Samuel Baker, John Baker, William Baker, Luke Wadsworth, Marshfield, owners; Samuel Baker, master.

MARTHA WASHINGTON, ship, 325 68/95 tons; built Newbury, 1799; length, 105 ft.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in.; figure head, woman. Reg. June 16, 1800. David

Pearce, owner; Samuel Calder, master. Reg. Sept. 14, 1805. Same owner and master.

MARTHA WASHINGTON, sch., 52 46/95 tons; built Essex, 1828; temporary; length, 53 ft. 10 in.; breadth, 15 ft. 8 in.; depth, 7 ft. 2 in.; one deck, two masts, pink stern. Reg. Dec. 2, 1840, "Enrollment no. 20 issued Mar. 10, 1836." Samuel Willard, Cape Elizabeth, Me., Richard Friend, George Watson, Joseph Friend, Samuel K. Friend, Lemuel Friend, jr., William H. Friend, Samuel R. Lane, George Watson, jr., owners; Samuel Willard, master.

MARTHA WASHINGTON, brig, 160 40/95 tons; built Boston, 1848; length, 86 ft.; billet head; one deck, two masts, square stern. Reg. 1856, "Previous Register no. 1 Boston Jan. 1, 1856." Nicholas Power, master.

MARTIN, sch., 68 62/95 tons; built Amesbury, 1785; length, 48 ft. 3 in.; breadth, 17 ft. 10 in.; depth, 7 ft. 7 in. Reg. Jan. 2, 1790. Daniel Rogers, owner; John Lee, master. Reg. Aug. 31, 1793. John Stevens Ellery, owner; Caleb Knowles, master. Reg. Dec. 24, 1793. Daniel Rogers, owner; Bradbury Saunders, master. Reg. June 28, 1794. John Stevens Ellery, Ignatius Sargent, Fitz William Sargent, John Stevens Ellery, jr., owners; Caleb Knowles, master. Reg. Mar. 27, 1795. Ignatius Sargent, owner; John Haskell, master.

MARY, sloop, built Wells, 1784; length, 52 ft.; breadth, 20 ft.; depth, 7 ft. Reg. Oct. 31, 1789. Dorcas Parsons, owner; Michael Parsons, master.

MARY, sch., Amesbury, 40 35/95 tons; built Amesbury, 1805; temporary; length, 46 ft.; breadth, 15 ft. 2½ in.; depth, 6 ft. 10 in.; one deck, two masts, square stern. Reg. May 4, 1805. William Worthen, Elijah Huntington, David Clough, Ephraim Goodwin, Stephen Sargent, Bayley Clough, Amesbury, owners; William Worthen, master.

MARY, sch., 128 66/95 tons; built Falmouth, 1804; length, 74 ft. 4 in.; breadth, 22 ft. 2 in.; depth, 9 ft. ½ in.; one deck, two masts, square stern. Reg. Dec. 27, 1806, "Register no. 45 granted in District of Portland and Falmouth June 23, 1806." Robert Elwell, Payn Elwell, owners; Seth Woodbury, master. Reg. Aug. 25, 1809. Payn Elwell, owner; Josiah Herrick, master. Reg. Jan. 22, 1811. Nathaniel Knap, jr., Newburyport, Paul Thurlo, Newbury, owners; Jesse Thurlo, master.

MARY, sch., 30 53/95 tons; built Dover, N. H., 1808; length, 43 ft. 9 in.; breadth, 12 ft. 7¼ in.; depth, 6 ft. 4¼

in.; one deck, two masts, pink stern. John Haraden, owner; Epes Griffin, master.

MARY, sch., 82 77/95 tons; built Scituate, 1804; length, 67 ft.; breadth, 18 ft. 11 in.; depth, 7 ft. 5 in.; one deck, two masts, square stern. Reg. Apr. 30, 1816, "Temporary Register no. 109 issued Boston Apr. 15, 1816." Joseph Babson, William Babson, jr., Obadiah Woodbury, owners; Abraham Elwell, master.

MARY, sch., 106 9/95 tons; built Newburyport, 1824; length, 73 ft. 6 in.; breadth, 22 ft. 4 in.; depth, 7 ft. 6 in.; one deck, two masts, square stern. Reg. Apr. 5, 1826, "Temporary Register no. 64 issued Boston Mar. 22, 1826." Winthrop Sargent, David Worcester, owners; Abraham Williams, jr., master.

MARY, sch., Boston, 34 43/95 tons; built Essex, 1826; temporary; length, 44 ft. 5 in.; breadth, 13 ft. 9 in.; depth, 6 ft. 7 in.; one deck, two masts, pink stern. Reg. Nov. 16, 1849, "Previous Enrollment Apr. 26, 1845.

MARY, sch., Portland, Me., 50 88/95 tons; built Gloucester, 1825; temporary; length, 51 ft. 4 in.; breadth, 15 ft. 5 in.; depth, 7 ft. 5½ in.; one deck, two masts, pink stern. Reg. Jan. 31, 1850, "Previous Enrollment no. 13, James Saville, Portland, Me., owner.

MARY AND ELIZA, sch., 89 73/95 tons; built Newburyport, 1796; length, 65 ft. 6 in.; breadth, 20 ft. 6 in.; depth, 7 ft. 9¾ in. Reg. Jan. 23, 1797. Zacheriah Stevens, William Dextor, Joshua Riggs, David Tarr, owners; Abraham Stone, master.

MARY AND ELIZA, brig, 130 79/95 tons; built Sandwich, 1822; length, 73 ft. 10½ in.; breadth, 22 ft. 5½ in.; depth, 9 ft. 5½ in.; billet head; one deck, two masts, square stern. Reg. Feb. 17, 1834, "Temporary Register no. 375 issued Boston and Charlestown, Oct. 26, 1833." John Sayward, Samuel Sayward, owners; John Sayward, master. Reg. Mar. 25, 1835. George H. Rogers, Samuel Sayward, John Sayward, owners; John Sayward, master. Reg. Feb. 10, 1836. George H. Rogers, Samuel Sayward, Joseph Lurvey, owners; Joseph Lurvey, master. Reg. Mar. 10, 1838. George H. Rogers, owner; Samuel Sayward, master.

MARY AND ELIZABETH, sch., 112 76/95 tons; built Haverhill, 1816; length, 68 ft. 7½ in.; breadth, 20 ft.; depth, 9 ft. 5½ in.; one deck, two masts, square stern. Reg. Jan. 11, 1817, "Enrollment no. 32 granted Apr. 29, 1816." Robert Elwell, jr., George N. Davis, Benjamin Webber, John John-

ston, owners; George N. Davis, master. Reg. Jan. 7, 1818, "Enrollment no. 57 granted Aug. 16, 1817." William Pearson, President of the Gloucester Bank with the Directors of the same, George N. Davis, owners; same master. Reg. Dec. 16, 1818, "Enrollment no. 7 granted Mar. 24, 1818." James Mansfield, William Mansfield, owners; Thomas Davis, master. Reg. Jan. 4, 1822, "Temporary Register no. 6 issued at Tappahannock Apr. 23, 1821. Vessel altered in the mode of her rigging." James Mansfield, owner; George Whittemore, master.

MARY AND ELOISA, sch., 125 31/95 tons; built Amesbury, 1806; length, 76 ft. 3 in.; breadth, 22 ft. 3½ in.; depth, 8 ft. 6 in.; one deck, two masts, square stern. Reg. June 25, 1806. Samuel Caswell, John Haraden, Somes and Plummer, owners; John Haraden, master. Reg. June 21, 1808; two decks, two masts, square stern, schooner being altered to a brig. Same owners and master. Reg. June 2, 1809. Thomas Parsons, Theodore Stanwood, Samuel Caswell, owners; Theodore Stanwood, master. Reg. Feb. 18, 1811. Thomas Parsons, owner; Charles Parsons, master.

MARY ANN, ship, 240 20/95 tons; built Columbia, Me., 1804; length, 85 ft.; breadth, 25 ft. 7 in.; depth, 12 ft. 9½ in.; billet head; two decks, three masts, square stern. Reg. Nov. 28, 1822, "Register no. 22 granted Salem, Apr. 3, 1815." Winthrop Sargent, Joseph Foster, Obadiah Woodbury, owners; Joseph Foster, master. Reg. Mar. 9, 1824. Same owners and master. Reg. Sept. 7, 1825. Winthrop Sargent, Obadiah Woodbury, David Worcester, owners; Samuel Whittemore, master. Reg. May 18, 1826. Same owners and master.

MARY ANN, sch., Vinalhaven, Me., 20 44/95 tons; built Ipswich, 1816; temporary; length, 37 ft. 1 in.; breadth, 11 ft. 4 in.; depth, 5 ft. 8 in.; one deck, two masts, pink stern. Reg. Dec. 19, 1832, "Enrollment no. 27, issued Mar. 23, 1825." Joseph Lane, Vinalhaven, Me., owner; Thomas Delano, master.

MARY ANN, sch., Westport, Me., 78 30/95 tons; built Essex, 1834; temporary; length, 62 ft. 6 in.; breadth, 18 ft.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 13, 1845, "Previous Enrollment no. 13, Feb. 25, 1845." Moses Jewett, Westport, Me., owner; Moses Jewett, master.

MARY ANNA, sch., Chatham, 46 18/95 tons; built York, Me., 1850; temporary; length, 52 ft. 8 in.; breadth, 15 ft.

5½ in.; depth, 6 ft. 6½ in.; billet head; one deck, two masts, square stern. Reg. 1857, "Previous Enrollment no. 69. Apr. 15, 1852." Thomas Hawes, Chatham, owner; Thomas Hawes, master. Reg. Dec. 14, 1871, "Enrollment no. 110 issued May 4, 1870." Frederic G. Wonson, John F. Wonson, Roger W. Wonson, Franklin A. Wonson, Alfred Spurr, owners; Alfred Spurr, master.

MARY C. PORTER, bark, 220 54/95 tons; built Waldo-borough, Me., 1850; length, 98 ft. 7 in.; breadth, 24 ft. 8 in.; depth, 10 ft. 6 in.; billet head; one deck, three masts, square stern. Reg. Oct. 19, 1860, "Register no. 25 issued Boston Jan. 30, 1860." George H. Rogers, owner; William Adams, master.

MARY CAROLINE, brig, 158 81/95 tons; built Harpswell, 1797; length, 79 ft. 10 in.; breadth, 23 ft.; depth, 9 ft. 9½ in.; one deck, two masts, square stern. Reg. Oct. 1, 1804, "Temporary Register no. 87 issued Boston and Charlestown Feb. 17, 1804." Timothy Rogers, owner; William Warner, master.

MARY E. DANIELS, sch., 67 68/100 tons; built Essex, 1868; length, 71 ft. 4 in.; breadth, 21 ft.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Oct. 28, 1871, "Enrollment no. 169 issued June 2, 1868." Leonard Walen, William L. Wonson, owners; W. L. Joyce, master.

MARY ELIZABETH, sch., 116 90/95 tons; built Haverhill, 1814; length, 73 ft. 2 in.; breadth, 21 ft. 2½ in.; depth, 8 ft. 8 in.; one deck, two masts, square stern. Reg. May 23, 1815. "Temporary Register no. 37 issued Newburyport, May 6, 1815." Robert Elwell, jr., Charles Babson, jr., Benjamin Webber, William Babson, jr., John Johnston, Obadiah Woodbury, owners; Charles Babson, jr., master.

MARY FARROW, sch., Belfast, Me., 99 95/100 tons; built Belfast, Me., 1845; temporary; length, 82 ft. 5 in.; breadth, 25 ft. 2 in.; depth, 8 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. July 12, 1870, "Enrollment no. 35 issued Belfast, June 19, 1869." James P. White, Oakes Angie, Robert Limeburne, N. P. Warren, J. W. White, W. H. Connor, James White, Belfast, Mary M. Hall, Lincolnville, Me., owners; P. W. Bagley, Belfast, Me., master.

MARY G. DENNIS, sch., 76 tons; built Gloucester, 1867; length, 75 ft. 2 in.; breadth, 22 ft.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Dec. 9, 1867. James S. Ayer, John G. Dennis, Randall McDonald, Peter Sinclair, owners; Randall McDonald, master. Reg. Dec. 7,

1868, "Enrollment no. 76 issued Mar. 16, 1868." Same owners and master. Reg. Dec. 10, 1870, "Enrollment no. 72 issued Mar. 29, ——" Same owners and master. Reg. Dec. 9, 1871, "Enrollment no. 59 issued Mar. 23, 1871." Same owners and master. Reg. Dec. 13, 1872, "Enrollment no. 82 issued Apr. 19, 1872." Same owners and master.

MARY H., brig, 151 64/95 tons; built Duxbury, 1845; length, 81 ft. 6 in.; breadth, 22 ft. 3 in.; depth, 9 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Mar. 21, 1860, "Enrollment no. 48 issued South Dennis, June 23, 1856." John L. Babson, Gustavus A. Lane, jr., owners; Gustavus A. Lane, jr., master.

MARY HART, sch., 95 27/95 tons; built Essex, Conn., 1852; length, 71 ft. 10 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. 1856, "Previous Enrollment Apr. 3, 1854." Moses Tarr, James S. Ayer, owners.

MARY JANE, sch., Manchester, 119 35/95 tons; built Manchester, 1816; length, 68 ft. 3 in.; breadth, 20 ft. 7 in.; depth, 9 ft. 10 in.; one deck, two masts, square stern. Reg. Dec. 21, 1819, "Enrollment no. 61 granted July 1, 1816." Tyler Parsons, Manchester, owner; Richard Allen, master.

MARY JONES, sch., 64 78/95 tons; built Baltimore, Md., 1851; length, 64 ft. 4 in.; breadth, 21 ft.; depth, 5 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Apr. 29, 1854, "Previous Enrollment no. 65, Apr. 1, 1854." George Friend, jr., George Thurston, John Gott, owners; George Thurston, master. Reg. 1855, "Previous Enrollment no. 1, Jan. 3, 1855." George Friend, George Thurston, John Gott, owners; George Friend, jr., master.

MARY M., sch., 101 62/100 tons; built Essex, 1866; length, 84 ft. 2 in.; breadth, 23 ft.; depth, 8 ft. 1 in.; billet head; one deck, two masts, square stern. Reg. Dec. 9, 1867, "Enrollment no. 215 issued Aug. 9, 1867." Michael B. Murray, Andrew Leighton, George W. Smith, owners; Michael B. Murray, master. Reg. Nov. 30, 1868, "Enrollment no. 122 issued Apr. 17, 1868." Same owners and master. Reg. Dec. 6, 1871, "Enrollment no. 11 issued July 17, 1871." Same owners and master.

MASSAFUERO, bgtne., 158 39/95 tons; built Duxbury, 1802; length, 72 ft. 2 in.; breadth, 22 ft. 8 in.; depth, 11 ft. 4 in.; figure head, fiddle. Reg. Aug. 17, 1802. Daniel Sargent, jr., Boston, Ignatius Sargent, Thomas Parsons, Aaron Parsons, owners; Theodore Stanwood, master.

MASSASOIT, sch., 73 63/100 tons; built Salisbury, 1868; length, 75 ft.; breadth, 21 ft. 5 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Dec. 1, 1868, "Enrollment no. 181 issued June 19, 1868." William McKenzie, Theodore Parsons, Thomas Hardy, owners; Theodore Parsons, master. Reg. Nov. 27, 1872, "Enrollment no. 103 issued May 6, 1872." Samuel N. Hardy, C. C. Cahoon, Estate of William McKenzie, Thomas Hardy, owners; Loring B. Nash, master.

MASSENA, sch., 59 54/100 tons; built Essex, 1860; length, 60 ft.; breadth, 20 ft. 1 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Nov. 23, 1872, "Enrollment no. 133 issued Mar. 21, 1865." William Parsons, 2d, Thomas L. Parsons, Eben Parsons, 2d, George Parsons, George H. Davis, owners; James W. Hamilton, master.

MATILDA, sch., Vinalhaven, Me., 25 7/95 tons; built Essex, 1839; length, 41 ft. 11 in.; breadth, 12 ft. 1½ in.; depth, 5 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Nov. 23, 1844, "Enrollment no. 24 issued Apr. 4, 1842." Jabez W. Kendall, Rockport, Richard Roberts, James Roberts, Vinalhaven, Me., owners; Richard Roberts, master.

MAY FLOWER, sch., 72 48/95 tons; built Pembroke, 1803; length, 65 ft.; breadth, 18 ft. 9 in.; depth, 6 ft. 10 in.; one deck, two masts, square stern. Reg. Jan. 13, 1818, "Enrollment no. 39, granted May 28, 1817." Gideon Lane, jr., owner; Gideon Lane, 3d, master.

MAYFLOWER, sch., 103 64/95 tons; built Bluehill, Me., 1833; length, 70 ft. 8 in.; breadth, 19 ft. 8 in.; depth, 8 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. June 28, 1836, "Enrollment no. 98 issued Aug. 29, 1835." Albert Hale, Jonathan Palmer, Philadelphia, Pa., William Parsons, jr., Benjamin K. Hough, jr., owners; Bartholomew Ring, master.

MAYOR JONES, sch., Portsmouth, N. H., 102 68/100 tons; built Essex, 1872; temporary; length, 83 ft. 2 in.; breadth, 22 ft. 9 in.; depth, 8 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Nov. 13, 1872, "Carpenter's Certificate, Essex, Nov. 13, 1872." Valentine Doane, jr., Portsmouth, N. H., owner; Henry L. Sparrow, master.

MEDEATOR, sch., Harwich, 51 5/95 tons; built Essex, 1836; temporary; length, 53 ft. 2 in.; breadth, 16 ft. 4½ in.; depth, 6 ft. 11 in.; billet head; one deck, two masts, square stern. Reg. Mar. 6, 1847, "Previous Enrollment no. 39, Mar. 30, 1840."

MEREATOR, sch., 99 14/95 tons; built Bristol, 1821; length, 68 ft. 9 in.; breadth, 21 ft. 10 in.; depth, 7 ft. 9 in.; one deck, two masts, square stern. Reg. Jan. 25, 1822, "Temporary Register no. 17 issued Boston, Jan. 12, 1822." Winthrop Sargent, Fitz William Sargent, owners; Isaac Somes, master

MERIDIAN, sch., Castine, Me., 56 82/95 tons; built Gloucester, 1824; temporary; length, 55 ft. 8 in.; breadth, 16 ft. 4 in.; depth, 7 ft. 4 in.; one deck, two masts, square stern. Reg. Mar. 30, 1850, "Previous Enrollment no. 50 July 3, 1849. Surrendered at Castine, 1850." Warren Hibbert, master.

MERIDIAN, sch., Lincoln, Me., 50 2/95 tons; built Essex, 1834; temporary; length, 53 ft. 3 in.; breadth, 15 ft. 6 in.; depth, 6 ft. 11 in.; one deck, two masts, pink stern. Reg. Dec. 14, 1843, "Enrollment no. 20 issued Mar. 2, 1840." John Cameron, Daniel Cameron, 2d, Isaac W. Brewer, Lincoln, Me., owners; Isaac W. Brewer, master.

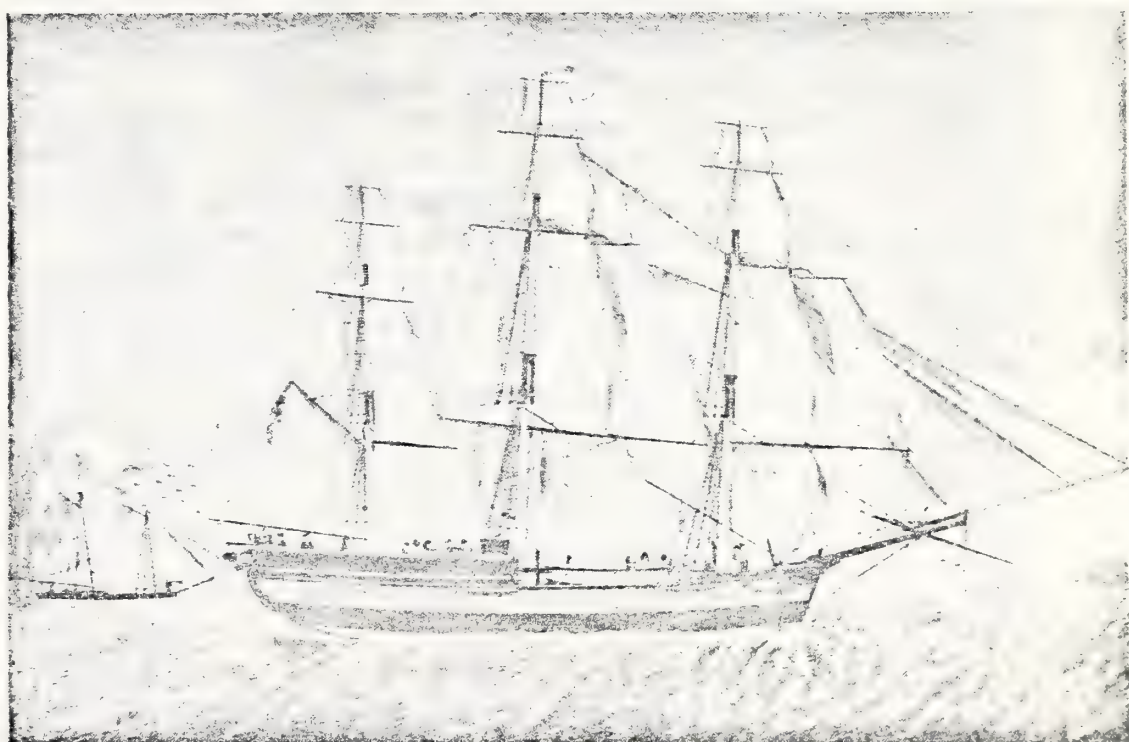
MERRIMACK PACKET, sloop, 59 89/95 tons; built Haverhill, 1812; length, 60 ft. 6 in.; breadth, 19 ft. 1 in.; depth, 6 ft. 1 in.; one deck, one mast, square stern. Reg. June 17, 1815, "Enrollment no. 24 May 25, 1812." Robert Elwell, Payn Elwell, Bradford, owners; George N. Davis, master.

METEOR, sch., 38 94/100 tons; built Gloucester, 1844; length, 56 ft. 8 in.; breadth, 16 ft. 5 in.; depth, 6 ft. 9 in.; billet head; one deck, two masts, square stern. Reg. Nov. 3, 1868, "Enrollment no. 168 issued May 26, 1868." Joseph L. Andrews, Oscar Andrews, Joseph H. Andrews, Andrew J. Frisbee, David A. Story, owners; Gilbert L. Stevens, master.

MEXICAN, brig, 227 62/95 tons; built Salem, 1824; length, 95 ft.; breadth, 23 ft. 1 in.; depth, 11 ft. 6½ in.; billet head; two decks, two masts, square stern. Reg. Sept. 10, 1842, "Temporary Register no. 23 issued Salem Oct. 19, 1841." George H. Rogers, owner; Adna Bates, master.

MILLER, boat, Elliot, Me., 9 tons; built Essex, 1841; temporary; length, 31 ft.; breadth, 9 ft.; square stern. Reg. Dec. 12, 1849. Fabins Spinney, Nathan Spinney, Elliot, Me., owners; Fabins Spinney, master.

MILO, sch., Georgetown, Me., 36 40/95 tons; built Dover, N. H., 1819; temporary; length, 47 ft.; breadth, 13 ft. 10½ in.; depth, 6 ft. 10½ in.; one deck, two masts, pink stern. Reg. Dec. 22, 1825, "Enrollment no. 11 granted Mar. 5, 1825." Joseph Wait, Ipswich, John H. Wallis, Georgetown,



SHIP "MONSOON," BUILT IN AMESBURY IN 1800
From a Photograph in possession of the Peabody Museum

Me., owners; John H. Wallis, master. Reg. Mar. 10, 1826, "Enrollment no. 45 issued May 12, 1824." Reuben Leadbetter, Lewis Leadbetter, Samuel Carver, Vinalhaven, Me., owners; Samuel Carver, master.

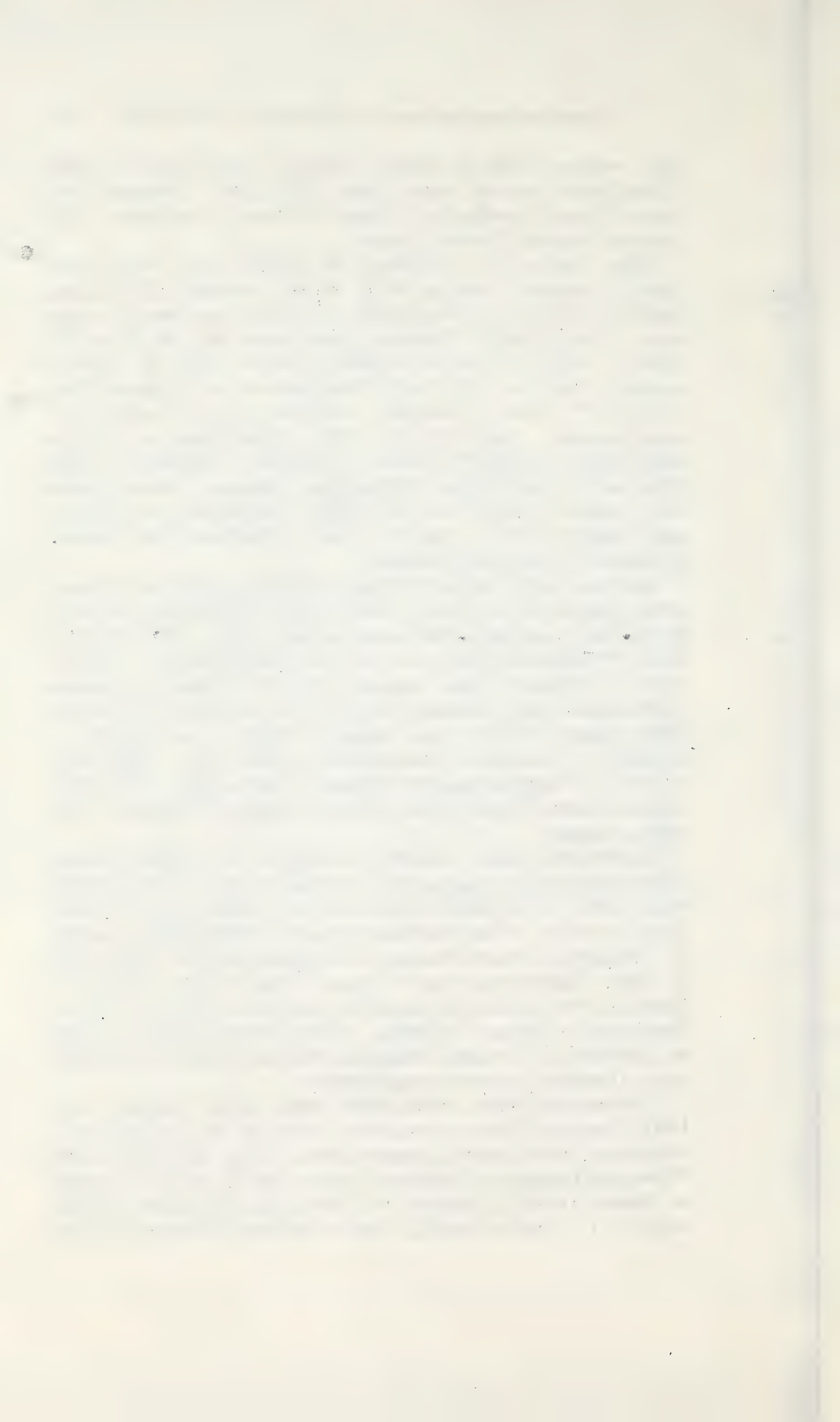
MINA BOYD, sch., Wellfleet, 66 48/95 tons; built Essex, 1843; temporary; length, 58 ft. 10 in.; breadth, 17 ft. 2 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. 1845, "Previous Enrollment no. 59, Mar. 26, 1845." Seth R. Atwood, Wellfleet, owner; Seth R. Atwood, master. Reg. Dec. 23, 1845, "Enrollment no. 59 issued Mar. 26, 1845." Jesse R. Atwood, Wellfleet, owner; Jesse R. Atwood, master. Reg. Oct. 29, 1870, "Enrollment no. 138 issued May 1, 1867." John T. Harvey, William C. Day, Charles H. Day, John P. Hodgkins, owners; Nelson Goodwin, master. Reg. June 10, 1872, "Enrollment no. 123 issued May 1, 1871." Asa G. Crosby, Portland, Me., owner; Joseph H. Littlejohn, master.

MINERVA, sch., 85 55/95 tons; built East Windsor, Conn., 1805; length, 64 ft. 3 in.; breadth, 19 ft. 11½ in.; depth, 7 ft. 9½ in.; one deck, two masts, square stern. Reg. Sept. 9, 1812, "Temporary Register no. 154 issued Boston Aug. 11, 1812." William Hales, owner; John W. Saunders, master.

MONSOON, ship, Boston, 191 79/95 tons; built Amesbury, 1800; length, 78 ft. 1 in.; breadth, 23 ft. 11 in.; depth, 11 ft. 11½ in.; two decks, three masts, square stern. Reg. Aug. 10, 1811, "Register no. 31 granted Boston Jan. 31, 1811." Joseph Baxter, Amos Green, Boston, owners; Nathaniel Williams, master.

MONTENZUMA, sch., Beverly, 99 38/95 tons; built Essex, 1856; temporary; length, 71 ft.; breadth, 19 ft. 6 in.; depth, 8 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Dec. 1857, "Previous Enrollment Newburyport." George F. Pettengell, owner; George J. Knights, master. Reg. Dec. 5, 1857, "Enrollment no. 8 issued Beverly Apr. 11, 1857." David Crowell, Charles Moulton, Benjamin Gentlee, Dewey Southwick, Charles F. Dodge, John Pickett, John W. Pickett, Richard J. Preston, Benjamin Wallis, William G. Woodberry, Beverly, owners; same master.

MONTPELIER, bark, 264 45/95 tons; built Camden, Me., 1841; length, 101 ft.; breadth, 20 ft. ½ in.; billet head; two decks, three masts, square stern. Reg. June 30, 1856, "Previous temporary Register Boston Feb. 7, 1853." Augusta Obear, Beverly, George W. Yates, Boston, Samuel Haskell, N. Y., Charles Swift, Charles Prindall, Joseph T. Has-



kell, Charles Killam, owners; Joseph T. Haskell, master.

MOONLIGHT, sch., 64 29/95 tons; built Essex, 1852; length, 60 ft.; breadth, 17 ft. 8 in.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 35 Mar. 2, 1855." Elisha M. Oakes, Elisha M. Oakes, jr., Elisha C. Wheeler, Augustus H. Wonson, William Hillier, Zebulon Tucker, owners; Elisha M. Oakes, jr., master. Reg. Dec. 4, 1871, "Enrollment no. 96 issued Apr. 28, 1870." Frederic G. Wonson, Samuel R. Lane, Charles Colberg, owners; Charles Colberg, master.

MORO CASTLE, sch., 88 85/100 tons; built Essex, 1874; length, 83 ft. 4 in.; breadth, 23 ft. 6 in.; depth, 8 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Nov. 27, 1874, "Enrollment no 16 issued Aug. 5, 1874." McKenzie Hardy & Co., Loring B. Nash, John James, Essex, owners; Loring B. Nash, master.

MOUNT WOLLASTON, ship, 325 42/95 tons; built Quincy, 1822; length, 104 ft. 7 in.; breadth, 26 ft. 4³/₄ in.; depth, 13 ft. 2³/₈ in.; billet head; two decks, three masts, square stern. Reg. Jan. 7, 1833, "Temporary Register no. 320 issued Boston and Charlestown Oct. 23, 1832." Richard Stanwood, Samuel Pearce, William E. P. Rogers, John W. Lowe, Rufus Leighton, William Ferson, Benjamin K. Hough, jr., John Johnson, owners; David L. Adams, master.

MULBERRY, sch., Wellfleet, 31 5/95 tons; built Gloucester, 1817; temporary; length, 44 ft. 4 in.; breadth, 12 ft. 3 in.; depth, 6 ft. 7 in.; one deck, two masts, pink stern. Reg. Apr. 10, 1824, "Enrollment no. 47 granted Dec. 10, 1821." Simon N. Lanman, Seth P. Smith, Isaiah M. Chipman, Wellfleet, owners; Simon N. Lanman, master.

MUNROE, sch., Hancock, Me., 52 45/95 tons; built Trenton, Me., 1819; temporary; length, 54 ft. 2 in.; breadth, 16 ft. 11 in.; depth, 6 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Sept. 10, 1838, "Enrollment no. 156 issued Sept. 6, 1837." Benjamin W. Hillier, Hancock, Me., owner; Benjamin W. Hillier, master.

MURR, sch., Vinalhaven, Me., 20 39/95 tons; built Ipswich, 1807; temporary; length, 37 ft. 2 in.; breadth, 11 ft. 3 in.; depth, 5 ft. 8 in.; one deck, two masts, pink stern. Reg. Nov. 15, 1825, "Enrollment no. 59 granted June 16, 1818." James Brown, Vinalhaven, Me., owner; James Brown, master.

MYRRH, sch., 52 19/95 tons; built Gloucester, 1826; temporary; length, 53 ft. 5 in.; breadth, 15 ft. 9 in.; depth, 7

ft. 2 in.; one deck, two masts, pink stern. Reg. Oct. 24, 1840, "Enrollment no. 37 issued Mar. 31 1838." Joseph York, Maine, owner; Joseph York, master.

NABBY, sch., 64 91/95 tons; built Bradford, before May 16, 1789; length, 56 ft. 6 in.; breadth, 17 ft. 6 in.; depth, 7 ft. 8 in. Reg. Sept. 1, 1794. David Pearce, John Pearce, owners; John Orsment Crafts, master. Reg. May 8, 1798, dimensions changed. Same owners; Isaac Allen, master. Reg. Mar. 11, 1805. David Pearce, owner; Joseph Babson, master.

NABBY, sch., Frenchman's Bay, 22 42/95 tons; built Ipswich, 1807; temporary; length, 39 ft. 6 in.; breadth, 11 ft. 4 in.; depth, 5 ft. 9 in.; pink stern. Reg. July 25, 1807, "Enrollment no. 17 granted Ipswich June 27, 1807." Cornelius Thomson, Eden, owner; Cornelius Thomson, master.

NABBY, brig, 81 2/95 tons; built Bradford, before May 16, 1789; length, 60 ft. 6 in.; breadth, 17 ft. 10 in.; depth, 8 ft. 11 in.; square stern. Reg. Aug. 7, 1809. Daniel Rogers, jr., Addison Plummer, owners; George S. Sawyer, master. Reg. Feb. 24, 1810. Daniel Rogers, jr., John Somes, 3d, Samuel Rogers, owners; Bartholomew Ring, master.

NANCY, sloop. 79 13/95 tons; built Amesbury, 1789; length, 53 ft.; breadth, 20 ft.; depth, 7 ft. 1 in. Reg. Oct. 31, 1789. John Somes, owner; Abraham Somes, jr., master. Reg. Mar. 15, 1790. Benjamin Webber, jr., owner; Benjamin Webber, jr., master. Reg. Oct. 30, 1790. William Pearce, Isaac Elwell, owners; Stephen Brown, master. Reg. Jan. 4, 1794, John Somes, owner; Abraham Somes, master. Reg. Dec. 17, 1794. Same owner; John Somes, master. Reg. Feb. 3, 1796. Same owner; Abraham Somes, master. Reg. Mar. 17, 1796. David Pearce, John Pearce, owners; Abraham Stone, master. Reg. Nov. 21, 1796. Ignatius Sargent, Frederick Gilman, owners; James Collins, master. Reg. Feb. 3, 1797. Benjamin Webber, owner; Joseph Saunders, master. Reg. Oct. 19, 1797. Frederick Gilman, owner; John Somes, 4th, master. Reg. Aug. 25, 1798. David Pearce, owner; George Girdley, master. Reg. May 27, 1799. William Chase, Portsmouth, N. H., Stephen Chase, owners; Joseph Chase, master. Reg. Feb. 11, 1800. David Pearce, owner; George Girdley, master. Reg. Apr. 21, 1800. William Pearce, owner; David Wharff, master. Reg. Jan. 22, 1801. David Pearce, owner; George Girdley, master. Reg. Apr. 29, 1802. William Pearce, owner; Thomas Saville, master. Reg. Dec. 10, 1802. Same owner; William Doliver, master. Reg. Mar. 18, 1803. David Pearce, owner; Jo-

seph Babson, master. Reg. Jan. 14, 1804. Same owner; William Preston, jr., master. Reg. Apr. 12, 1805, "Enrollment no. 44 issued Sept. 24, 1804." Same owner; Josiah Calder, master. Reg. Apr. 29, 1806, "Enrollment no. 23 granted May 20, 1813." William Pearce, owner; William Dolliver, master. Reg. May 15, 1806, "Enrollment no. 37 issued July 16, 1804." William Pearce, jr., owner; John Kinsman, master. Reg. Aug. 5, 1807, "Enrollment no. 11 granted district of Barnstable Mar. 11, 1806." Paul Pinkham, Arundel, owner; Paul Pinkham, master. Reg. Mar. 18, 1809, "Enrollment no. 6 granted [Lyme, Conn.] Mar. 23, 1808." William Pearce, jr., William Pearce, owners; Eliezer Grover, master. Reg. Apr. 22, 1812, "Enrollment no. 66 issued Barnstable Apr. 17, 1810." Thomas Burges, William Handy, Sandwich, Stephen Nye, Samuel Nye. Falmouth, owners; Thomas Burges, master. Reg. Apr. 12, 1845, "Previous Enrollment no. 60 Gloucester May 13, 1844." John Sawyer, Amesbury, owner; John Sawyer, master.

NAPOLEON, sch., 72 68/95 tons; built Gloucester, 1824; length, 62 ft.; breadth, 17 ft. 4 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 14, 1825, "Enrollment no. 70 granted June 11, 1825." Nathaniel Young, Jeremiah Young, Dover, N. H., Epes Griffin, owners; Epes Griffin, jr., master.

NARCISSA, sch., 92 83/95 tons; built Cold Springs, N. Y., 1848; length, 70 ft. 8 in.; breadth, 21 ft. 11 in.; depth, 74 ft.; billet head; one deck, two masts, square stern. Reg. Oct. 30, 1858, "Enrollment no. 98 issued Apr. 12, 1858." Thomas P. Dunton, Joseph H. Babson, William Woodbury, owners; Thomas P. Dunton, master. Reg. Nov. 2, 1859, "Enrollment no. 166 issued June 18, 1859." George W. Williams, Salem, George Babson, Boston, Thomas P. Dunton, John Low, jr., John L. Babson, Franklin K. Woodbury, owners; same master.

NARRAGUAGUS, sch., 119 65/95 tons; built Cherryfield, Me., —; length, 80 ft.; breadth, 21 ft. 8 in.; depth, 7 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Mar. 27, 1860, "Register no. 113 issued Portland, May 13, 1858." George Hughes, owner; Samuel Hinks, master.

NATIVE, sch., Vinalhaven, Me., 23 76/95 tons; built Ipswich, 1816; temporary; length, 39 ft.; breadth, 12 ft. 11½ in.; depth, 5 ft. 10½ in.; one deck, two masts, pink stern. Reg. Nov. 5, 1832, "Enrollment no. 40 issued Apr. 6, 1825." William Smith, John Smith, Vinalhaven, Me., owners; William Smith, master.

(To be continued)

NOTES ON BRITISH MILITARY BUTTONS.

BY ROBERT S. DUNCAN
Toronto, Canada.

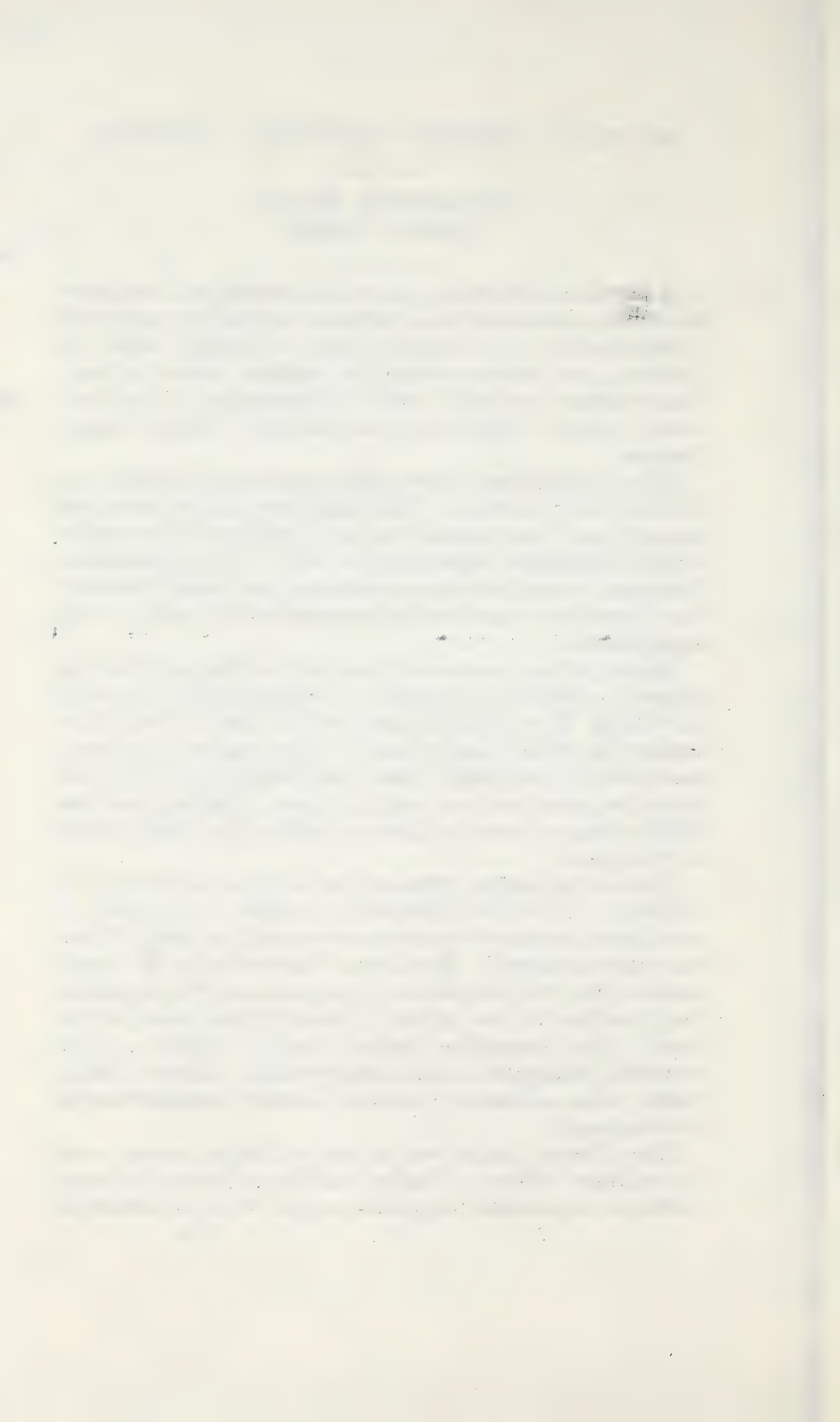
A button collector may add to his knowledge of military history by examining his specimens carefully to ascertain their meaning. Information may be derived from the backs of the buttons where the makers' names appear. This custom originated about the beginning of the nineteenth century enabling one to trace the dates of manufacture.

Many curious and interesting devices may be found on British Army buttons. The Egyptian sphinx most frequently used was granted to many regiments for service against Napoleon Bonaparte in 1801. The Dorsetshire Regiment varied this by substituting the word Marabout for Egypt as it was the only regiment to take part in that engagement.

Among other creatures displayed on buttons was the dragon, granted to a number of regiments for service in the China War of 1842, used by the South Wales Borderers, in which case it was a Welsh national emblem; and worn by the Buffs, East Kent Regiment. It is said to be the same that was used by Queen Elizabeth and the Buffs claim to trace its history back to the Train Bands of that day.

The castle design, granted for service in defence of Gibraltar, 1779-1783, included the arms of the colony, a small key hanging from the doorway and the motto "*Montis insignia calpe.*" Similar to this motive is the castle used by the 6th Inniskilling Dragoons and the Inniskilling Fusiliers for the gallant defence of that town in Ireland. The Devonshire Regiment used a castle, a triple towered triangular affair, representing Exeter Castle, taken from the borough arms of Exeter, headquarters of the regiment.

The French Eagle was a type of battle honour used on military buttons. During the First Empire the standards of regimental flags were topped with the Imperial



Eagle. Two British cavalry regiments and two infantry regiments each captured a flag on the battlefield. The term "French Eagle" means the flag complete.

The Royal Bengal tiger and elephant were given for service in India at the beginning of the last century.

Royal badges and devices are common as well as royal cyphers, such as V. R.; E. R. VII; E. R. VIII; G. R. V; G. R. VII. The device A. E.—L. refers to Alfred Ernest, second son of Queen Victoria, and to Prince Leopold, a younger son. A double "L" interlaced refers to Princess Louise, a daughter of Queen Victoria, and her husband, the Marquis of Lorne who was Governor General of Canada about sixty years ago. The cypher is usually topped with a royal coronet and midway a marquis coronet. The Prince of Wales plumes are worn by numerous regiments bearing that title and by most of the Welsh regiments. According to tradition this badge was first used by Edward the Black Prince, later Edward II of England. Another cypher is that of the late Queen Alexandra, used by the Princess of Wales' Own Regiment, showing the letter "A" entwined with the Cross of Dannebrog, national emblem of Denmark. Tradition says that King Waldemar II in 1219, saw a white cross in a red sky which he took for a favourable sign to make war on his enemies and was victorious. This emblem became the flag of Denmark.

Some regiments wear buttons bearing national badges as the lion, Royal crest, sprig of oak, St. George and dragon, figure of Britannia for England, the thistle head and St. Andrew's cross for Scotland; the harp and shamrock for Ireland, and the leek for Wales. Badges are also found representing smaller localities as two Staffordshire regiments that bear the county badge, the knot; the East Surrey Regiment that uses the arms of Guilford where the regimental headquarters is located; the Loyal North Lancashire Regiment that bears the borough arms of Lincoln.

Stars of orders of knighthood are used on regimental buttons. The Coldstream Guards show the Star of the Garter; the Scots Guards; the Star of the Order of the Thistle; the 4th Royal Irish Dragoon Guards and the Star of the Order of St. Patrick.

The rose appears on buttons of several English regiments. Those of Yorkshire bear the white rose of the House of York; those of Lancaster the red rose of the House of Lancaster; and one regiment, the York and Lancaster, the union rose.

The bugle and strings is a distinct badge of light infantry and rifle units. The King's Own Yorkshire Light Infantry and the Highland Light Infantry have varied this slightly by using the French horn with the curl. The Somersetshire Light Infantry combined with the "bugle and strings" a mural crown and "Jellalabad," the latter having been granted for the gallant defence of the fortress of the same name in Afghanistan in 1841. The Duke of Cornwall's Own Light Infantry has also added a turreted gateway with a lion in front as shown on His Royal Highness' great seal as Duke of Cornwall, and above all this a Royal Coronet.

Some military buttons are decorated with animals. The Royal West Surrey Regiment displays the Pascal Lamb which, tradition says, came from the House of Braganza through Catherine of Braganza, Queen of Charles II. The Antelope is used by the Royal Warwickshire Regiment as a regimental device; the White Horse of Hanover by the King's Liverpool Regiment, after the arrival of George I; the hart crossing a ford by the Bedfordshires originally from the old Hertfordshire Militia, the two counties being linked together. The buttons of the Argyll and Sutherland Highlanders show the boar's head of the Campbells and the mountain cat of the Sutherlands in wreaths linked together. The Seaforth Highlanders use a stag's head with the motto "Cuidich'n Righ," translated "Help to the King," which is also the badge of the Mackenzie clan. Back in the 13th century King Alexander II of Scotland on one occasion was out hunting in the forest and was attacked by a wounded stag. Fortunately the head of the Mackenzie clan was nearby and came to the King's assistance. In recognition of having saved the king's life the chief was granted permission to use the stag's head and motto "Cuidich'n Righ" as a family badge.

The Royal Sussex Regiment has an interesting design on its buttons showing a Maltese cross with a feather or

plume showing above and below. It was worn in caps for many years to commemorate the defeat of the grenadiers of the famous French regiment of Royal Roussillon on the occasion of the defeat of the French in the Plains of Abraham, Quebec, in 1759. The Sherwood Foresters (Derbyshire Regiment) display a Maltese cross on their buttons in the center of which is a "Stag lodges" taken from the municipal arms of Derby.

DEATH OF GEORGE CROWNINSHIELD.

Salem Nov^r 27 1817

M^r Crowninshield

The melancholy news of the death of your brother George will probably reach you ere this, your bro^r John informed me that he requested John Dodge (who came down from the Assembly last evening with Doctor Barstow) to write a letter to you, and one to Nath Silsbee advising you of the event, and see that it was put in the Mail; I did not learn any thing of this til the morning, or I should have written; but will now relate to you what particulars I know relative to his very sudden death—he had been absent from home for about eleven days, and return'd on Monday—on Tuesday was up to see the ruins of Richard's Factory, burnt that morning—yesterday was about as usual, J Dodge dined with him—in the afternoon was on board his vessel, your little George was down to see him, and when he came up about 4 P M he says his Uncle walked with him as far as the neck & back to the Brig again; Hanson says he took his bowl of milk, which he has done of late; and after that walked up the wharf & soon return'd again with James Becket, who staid with him a little time & then went away; he then remained in his after cabin alone till about $\frac{1}{2}$ past 8, when he came into the kitchen where he Hanson was, & observed to him he had felt very faint for some time siting by the stove; then went on deck & up the wharf, in about 15 minutes he return'd & sett down in a chair by the fire in the kitchen, told Hanson he had felt disagreeably & could scarce get down the wharf, & was obliged to hold himself up by the posts as he came along; and that he must get him a little gin & water, he went immediately to get some; but before he reach'd the store room he heard a noise & look back and found George had fallen from his chair on deck, he return'd immediately and found him lifeless, he groaned once or twice but never spoke—he ran on deck and call for assistance, there were several men at the head of the wharf, who heard him and came down, seeing his situation ran & call his brother John, who inform me that he was with him in a few moments, but as soon as

he saw him thought the chance of restoring him a very faint one, but that every exertion possible was made by rubbing him with spirit hot vinegar &c. till the Doctor came and pronounced all application useless, that to restore him to life was impossible—John also informed me he had requested S. Webb & Brace to take charge of the Vessel &c—and that he wish'd the corps to be removed either to his house or yours, and had requested Mr Moses Townsend Jos^e Ropes & J Dodge to decide which was most proper—have since learnt the funeral is to be from John's house on Saturday—It is not known abroad whether he has made any disposition of his property or not—Your Brother Richard is absent from home but was expected to return this day, he has met a heavy loss that of his Factory there was nothing saved—I was at your house today Mrs. Boardman told me they were all very well there—Sally sends her regards to yourself & wife and after tending you my own best wishes

am with esteem Yr Ob Svt

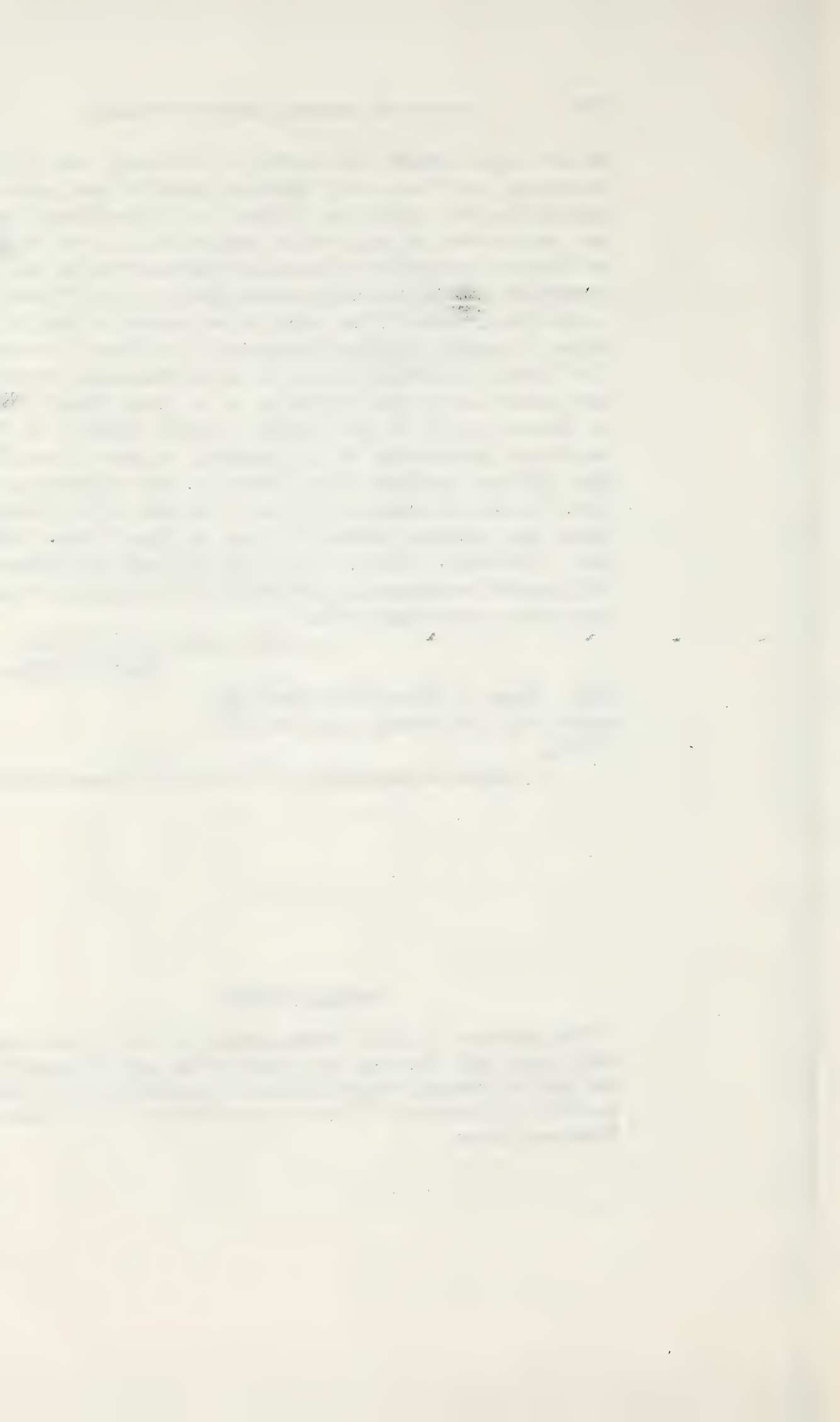
Zach F Silsbee

P.S. Sam. C Ward died about the same hour last eveng your bro did
9 P.M.

— *Letter in possession of Francis B. Crowninshield.*

CORRECTION.

The statement in the October number of the *COLLECTIONS*, 1942, page 361, that the log books of the ship *Diomedé* for the first and second voyages are in the possession of the Essex Institute is incorrect. They are on deposit at the Peabody Museum, Salem.



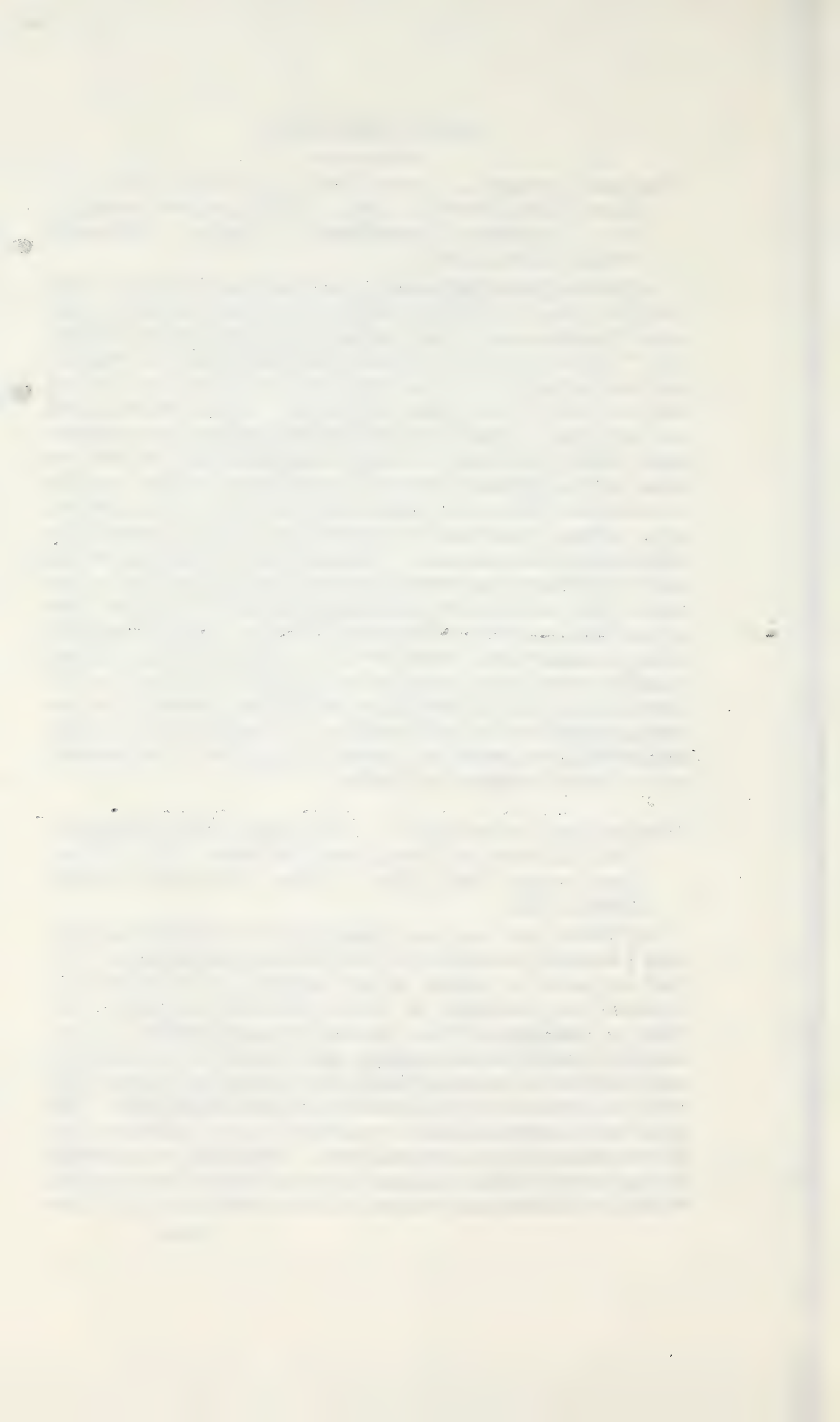
BOOK REVIEWS.

WILLIAM LAWRENCE. *Later Years of a Happy Life.* By Henry Knox Sherrill. 1943. 179 pp., octavo, cloth, illus. Cambridge, Massachusetts: Harvard University Press. Price, \$2.00.

In this delightful little book a successor and intimate friend completes the story which Bishop Lawrence carried to the eve of his retirement in his well-known "Memories of a Happy Life." Those who did not know him personally, but enjoyed his autobiography, will be interested to follow him during the remaining fifteen years of his life. Bishop Sherrill has written a most appealing sketch, incorporating many extracts from Bishop Lawrence's sermons and addresses, as well as from his unpublished diary. The chapters include his life as a retired Bishop, his family life, his work in the Diocese, as a citizen, educational interests, the Church beyond the Diocese and the last year. We gain some conception of the length of Bishop Lawrence's life when we realize that he was born a few weeks before the death of President Zachary Taylor and the accession of President Fillmore. He had contacts with prominent men throughout the country, but his contemporaries passed away long before he did. However, he was never an old man in thought or action and continued to the last interested in the public welfare. He was a liberal churchman whose good works will never be forgotten. Recommended to Church people of all faiths.

"DON'T GIVE UP THE SHIP." A Catalogue of the Eugene H. Pool Collection of Capt. James Lawrence. 1942. 82 pp., large octavo, cloth, illus. Salem: Peabody Museum. Price, \$3.50.

Mr. Poole, who is a great grandnephew of the famous Captain Lawrence, has collected considerable material over a period of years in relation to his ancestor, and the Peabody Museum has published, in one of their very handsome editions, a catalogue of this interesting memorabilia. It includes a sketch of the subject, who it will be remembered, met death at the hands of the British during the War of 1812 while in command of the American frigate *Chesapeake*. The grief over Lawrence's death was felt by every American and he was mourned as a national hero. Permission was granted by the proper authorities, and Captain George Crowninshield sailed for Halifax and brought back the remains of both Law-



rence and his officer Ludlow for burial in Salem, where Judge Story pronounced a famous eulogy. Later Lawrence's body was removed from the Crowninshield tomb, taken to New York and interred in Trinity Churchyard in 1813. The collection of Mr. Pool includes letters and manuscripts, prints and paintings, models of frigates, and personal memorabilia, his furniture, china and silver, with many illustrations. A bibliography and a full index completes the volume. A worthwhile publication of much interest, and recommended to all libraries.

ISHAM GENEALOGY: A Brief History of Jirah Isham (of New London, Connecticut) and his Descendants from 1670 to 1940. By his great-granddaughter Mary Allen Phinney. 1942. 179 pp., octavo, cloth, illus. Rutland, Vermont: The Tuttle Publishing Company, Inc. Price. \$10.00.

This genealogy comprises all the descendants of General Jirah Isham, grandson of John Isham of Barnstable, Mass., who came to America before 1670, and his three wives with only two exceptions. It contains detailed biographies, events of the times, accounts of the environment in which the descendants lived, photographs (some from old daguerreotypes) and interesting letters written by General Isham. A full name index is given.

HISTORY OF THE FIRST CHURCH OF STAFFORD, CONNECTICUT, Known as "The Stafford Street Congregational Church" from its Birth, 1723, to its Death, 1892. By Kendrick Grobel. 1942. 87 pp., octavo, paper, illus. Stafford Springs: The Women's Council of the Congregational Church.

This book is a very complete well documented history of the First Church. It is a very readable account of the successes, trials and tribulations with sidelights on the times and families who made up the church. There is a name index.

MILL AND MANSION. A Study of Architecture and Society in Lowell, Massachusetts, 1820-1865. By John Coolidge. 1942. 261 pp., octavo, cloth, illus. New York: Columbia University Press. \$3.75.

The author has chosen Lowell, Massachusetts, a city stamped by the problems of the Industrial Revolution and

containing both orthodox and unorthodox style, as the focus for his scholarly, well-documented treatment of the nineteenth century American architecture. Lowell was selected because it was one of the first built with a definite idea of city planning and was to a great extent a model of the rest. "Between 1820 and 1865 Lowell was an unusually complete microcosm of the whole field. It was a community rich in normal nineteenth century buildings, yet it illustrated the impact of new problems upon the native architectural tradition and it presented an interesting example of city planning and housing." This book, as the author states, is a preliminary study leading toward a synthesis of nineteenth century American architecture. The architecture of the period as pointed out by the author depended to a large extent on the contemporary social conditions. He gives besides a picture of the architecture of the times a study of the social evolution of a cotton mill city. The illustrations are well chosen, clear cut and appropriate. The continuity of the text is somewhat lost by the constant referring to notes which would have more meaning if incorporated into the text.

JEFFERSON HIMSELF, THE PERSONAL NARRATIVE OF A MANY-SIDED AMERICAN. Edited by Bernard Mayo. 1942. 384 pp., octavo, cloth, illus. Boston: Houghton Mifflin Company. Price, \$4.00.

Bernard Mayo has made a fine selection of Thomas Jefferson's voluminous writings including many letters written, as he said "in the warmth and freshness of fact and feeling and forming the only full and genuine journal" of his life. The editor gives a well-rounded picture of a gentleman of many interests and a view of Jefferson's world in his own words. The selections are well integrated by Mr. Mayo's explanatory summaries at the beginning of each chapter. As the volume opens Jefferson is studying law at Williamsburg where he meets three gentlemen who definitely influenced him. William Small gave him a lifelong interest in mathematics and science, George Wythe introduced him to liberal ideas which inspired Revolutionary Virginia, and Gov. Francis Fauquier taught him the fundamentals of economics. At twenty-six he started his political career by striking his first blow for freedom by introducing a bill for the emancipation of slaves in the Virginia House of Burgesses. He drafted the Declaration of Independence at the age of thirty-three. Thomas Jefferson, as the book clearly brings out through his exacting

years as war governor of Virginia, minister at Paris, Secretary of State under Washington, his crucial years as President, and his useful years as "Sage of Monticello," had one main objective—the freedom and happiness of man. "His was a militant democracy and he was well aware that future generations must continue the unending struggle to translate democratic faith into democratic practice." To the present generation his writings and viewpoints have as much meaning and force as to his own generation. "The great democrat who had fought against every form of tyranny, political, religious, and intellectual, wished to be remembered as the author of the Declaration of Independence, of the Statute of Virginia for Religious Freedom, and father of the University of Virginia. Thus he epitomized a long and useful life, a gallant and perserving crusade for the freedom and happiness of man."

MR. W. & I. Being the Authentic Diary of Caroline LeRoy Webster during a Famous Journey with the Honble. Daniel Webster to Great Britain and the Continent in the year 1839. With an Introduction by Claude M. Fuess. 1942. 264 pp., octavo, cloth, illus. New York: Ives Washburn, Inc. Price, \$2.75.

This is a diary kept by the second wife of Daniel Webster during a visit to the British Isles and the Continent. The volume was found in Ashfield, Massachusetts, by a college girl who was ransacking the attic of one of the descendants of Mrs. Webster. A publisher was called in, who recognizing the value of the diary as history, promptly secured it for publication. It is a day by day account of entertainments which were tendered the great Daniel Webster and his wife by the principal men of England, including Wordsworth, Thomas Moore, Lockhart, Hallam, Palmerston, Melbourne, Peel, Wellington, Macauley, Sydney Smith, Milman and Dickens. An interesting bit is her description of a dinner given by Queen Victoria, who, of course, was then a young woman, which was followed by a cotillion. Mrs. Webster wrote: "Her Majesty laughed and talked with perfect ease with me—said Julia was not my own child. . . . Hoped I would come back to London." Mr. Fuess, who writes the introduction, has prepared notes and a biographical index of the persons whom the Websters met, as mentioned in the diary. There is a portrait of Mrs. Webster and several illustrations including invitations to balls and dinners at Gros-

venor House, Apsley House, Buckingham Palace, as well as a silhouette of Daniel Webster made in 1844. As a description of the Grand Tour of 1839, it is well worth reading, as it conveys a good idea of the life and times of that period. Recommended to all libraries.

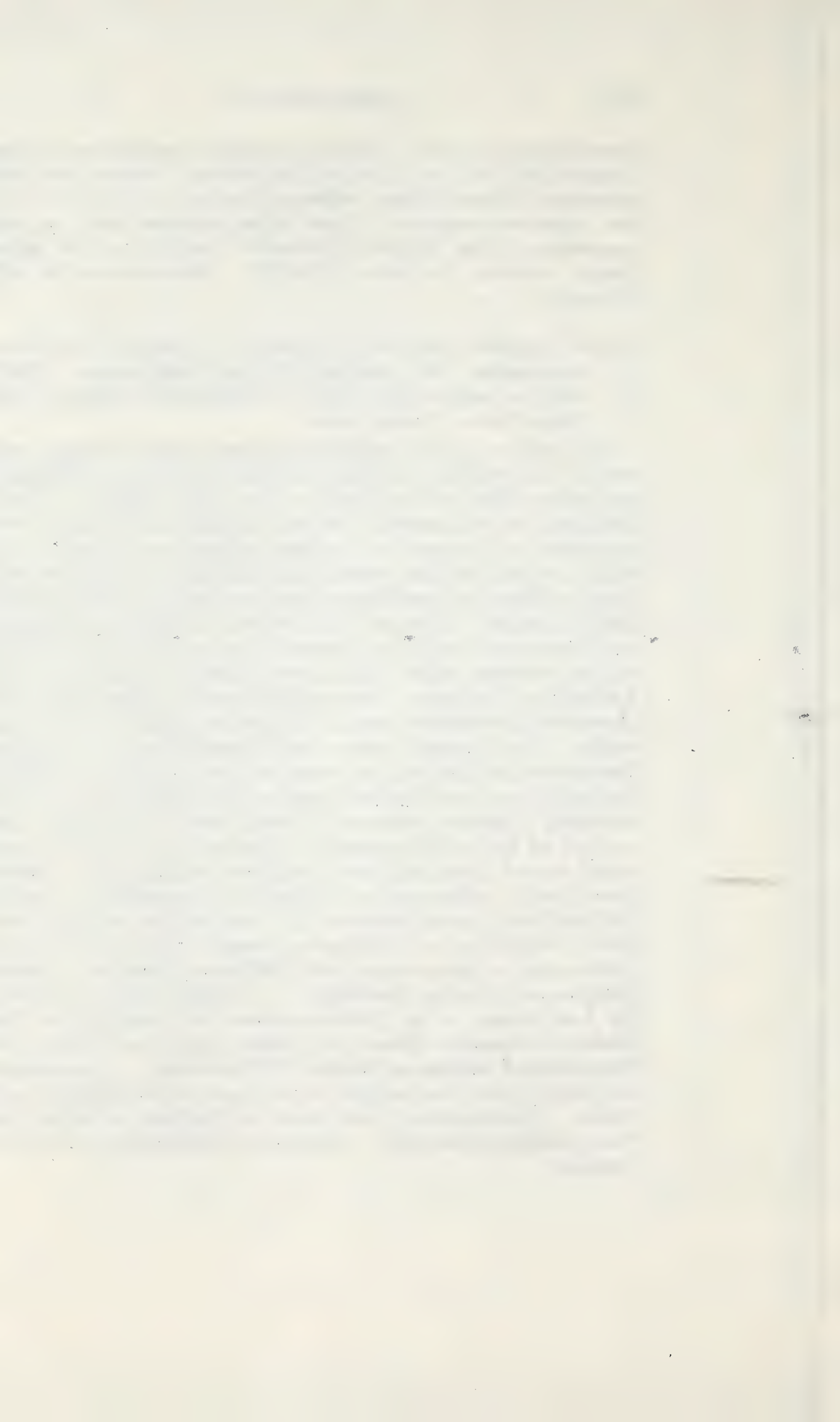
ANOTHER SECRET DIARY OF WILLIAM BYRD OF WESTOVER, 1739-1741. With Letters and Literary Exercises, 1696-1726. Edited by Maude H. Woodfin. Translated and collated by Marion Tingling. 1942. 490 pp., octavo, cloth, illus. Richmond, Virginia: The Dietz Press. Price, \$5.00.

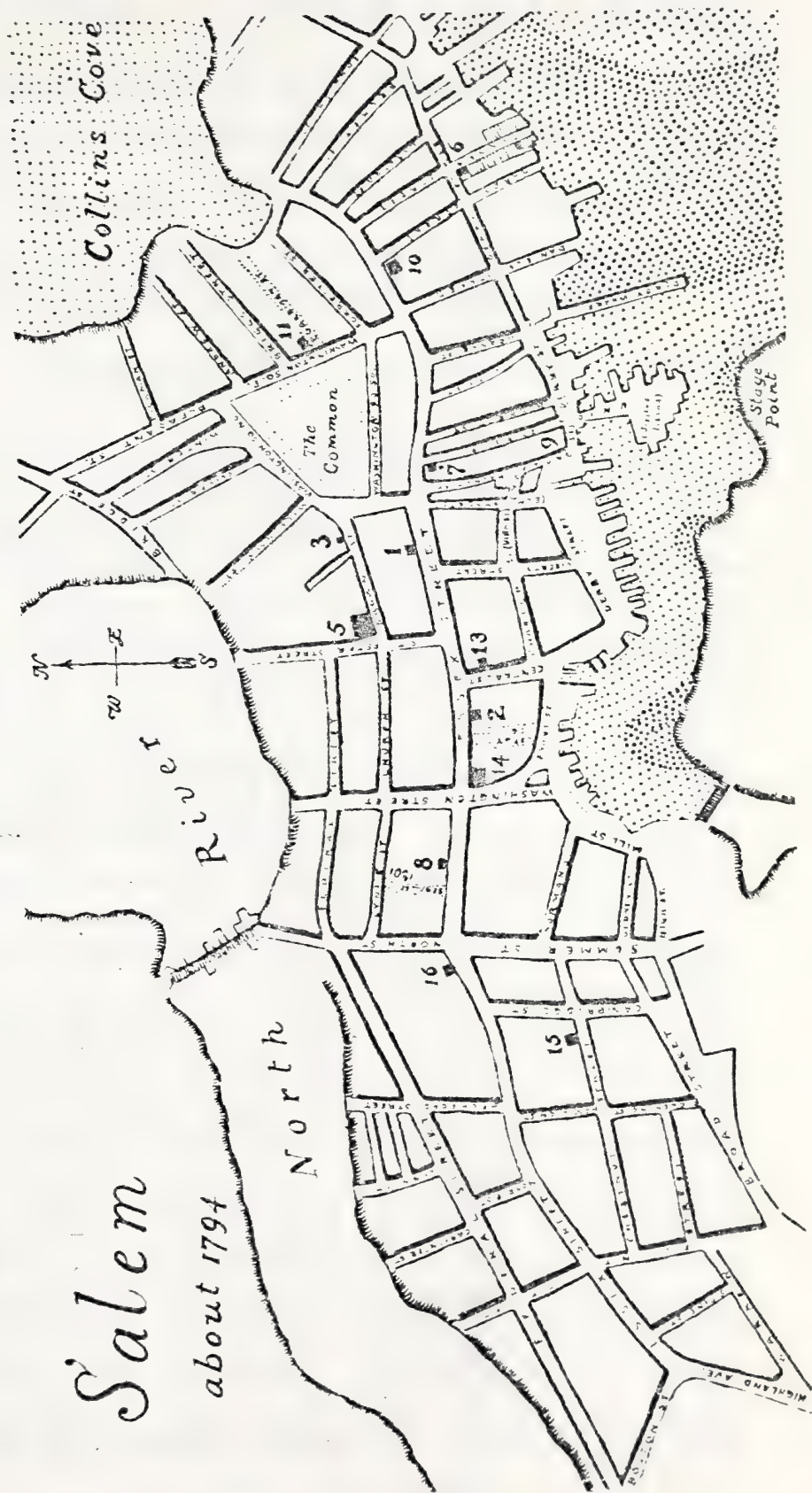
There are three important angles to the contents of this new volume. First, the Byrd family was one of the most distinguished of Colonial Virginia; second, the shorthand has been found to be that of a system invented by William Mason of London in 1707, which has been translated by the diligent Mrs. Tingling; and third, the book gives a true picture of life in London and Virginia in the first part of the eighteenth century, the least-known period in Colonial history. Those were the days when refinement and modesty had not yet been recognized by society; the manners and customs were crude. Thackeray once wrote: "You would not bear to be told the whole truth regarding those men and manners. You could no more suffer in a British drawing-room, under the reign of Queen Victoria, a fine gentleman or fine lady of Queen Anne's time, or hear what they heard and said, than you would receive an ancient Briton." It is a picture of life which will shock the fastidious, but will be of interest to the historian and the student of human behavior. The first Byrd diary has been called "the historical caviar of the year," so might this later volume be called the entrée. Byrd's first wife had died and he was a changed man after twenty-seven adventurous years. He was now in his sixties and had married another woman, half his age, who presided over the new house at Westover. The diary comprises about half of the volume, but there are letters and literary exercises covering the period for 1696 to 1726. Most of the letters, written in London, are addressed to women, under fictitious names, and the poems and "Characters" which he wrote are given in full. The original diary and notebooks are in the Library of the University of North Carolina. Byrd had much literary ability and wrote several pamphlets. The excellent sketch of William Byrd, used as an introduction, shows that the period

from 1674 to 1744 is the most complete expression in the Virginia of 1607 to 1776 of the cultural kinship and yet emerging differentiations between England and the first of her American colonies. There is yet another diary in the possession of the Virginia Historical Society, not yet published, covering the years 1717-1721. Recommended to all libraries.

JOHN PARADISE AND LUCY LUDWELL OF LONDON AND WILLIAMSBURG. By Archibald Bolling Shepperson. 1942. 501 pp., octavo, cloth, illus. Richmond, Virginia: The Dietz Press. Price, \$4.00.

The author of this fascinating story which "bridges two worlds" is Professor of English at the University of Virginia and also editor of the *Virginia Quarterly Review*. In attempting to get material for the biographies of these two characters of the past he has made exhaustive researches into the records of this country and England. Paradise was born in Greece of wealthy parents but had lived most of his life in London. Born in 1743, he was a scholar and linguist and such erudition as he possessed proved to be of no help in his marriage to the high-strung butterfly of society, Lucy Ludwell of Virginia. They met in London where before the American Revolution many a Virginian used to make long visits. The Ludwells were a well-known family and large landowners in Virginia, but when the two daughters of Philip Ludwell, Lucy and Hannah, married in England, it involved constant litigation, because in those times the husband had control of the wife's property. Paradise and his wife separated several times and their daughter's marriage to a Venetian Count, under rather distressing circumstances, made further family complications. In London they enjoyed intimate friendships with Johnson, Boswell and other literary lights and in this country with Jefferson, Franklin, Adams, Martha and George Washington. The final scene is played by Lucy alone in the Paradise house still standing on the Duke of Gloucester Street and viewed yearly by hundreds of thousands of visitors to Colonial Williamsburg. A genealogical chart of the two families is given and a full index is provided. Unfortunately there were no portraits of either of the principal characters. Strongly recommended to all libraries.





FROM A SURVEY MADE BY CAPT. JOHN GIBAUT, ASSISTED BY DR. BENTLEY AND NATHANIEL BOWDITCH

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LXXIX

JULY, 1943

No. 3

THE BUILDINGS ASSOCIATED WITH NATHANIEL BOWDITCH (1773-1838).

BY HAROLD BOWDITCH, M. D.

The impulse for gathering the data in this paper was provided by the fact that in 1939 Mr. Robert E. Berry of New York, engaged in writing the biography of Nathaniel Bowditch which has since appeared under the title of *Yankee Stargazer*, wished for more information than was to be obtained from the usual sources of our knowledge of the life of the author of the *Practical Navigator*. The late Henry Noyes Otis of Danvers kindly undertook to examine files of old papers, tax-lists, club membership lists, deeds and the like, and it is a pleasure to acknowledge his conscientious and careful work. At the same time I wish to express my cordial thanks to Miss Harriet S. Tapley and Mr. Howard Corning of the Essex Institute for providing information with regard to a number of details.

The plan of the town of Salem which accompanies this paper is based on the survey begun in 1794 by Capt. John Gibaut and assisted by the Rev. William Bentley and Nathaniel Bowditch. Capt. Gibaut left the work unfinished, and Bowditch used his survey as the basis of the chart of the harbors of Salem, Marblehead, Beverly and Manchester which he published in 1806. It is evident that he did not deem it worth while to bring the plan of the town up to date, for some of the streets which were in existence in 1806 do not appear; on the other hand, others laid out after 1794 are shown. The original plan shows no street-names; in order to facilitate the placing of the various sites and buildings today the present names have been inserted. To this there is an exception in that Haw-

thorne Boulevard did not exist in those days, so that the names of the old streets which it replaced have been inserted in the plan. These are Elm, Walnut and Neptune Streets; the lower end of the last is now included as a part of Derby Street, for Union Street once marked the end of Neptune Street and the beginning of Derby Street. The lay-out of these earlier streets, which is now puzzling to most people, is shown on the Map of Salem in 1820 by Jonathan P. Saunders. The eastern section of present Charter Street, between Liberty Street and the present Hawthorne Boulevard, the Elm Street of those days, was Vine Street; the continuation eastward was Neptune Street, which ran in an S-shaped curve—East, South and East again—its South-directed portion being in effect a continuation of Walnut Street, which is now the eastern side of the Boulevard. As stated, Neptune Street in its lowermost part, ran easterly as far as Union Street, and across Union Street it was continued as Derby Street.

The easily available sources of information about Nathaniel Bowditch are two memoirs by his sons Nathaniel I. and Henry I. Bowditch and three eulogies by the Rev. Alexander Young, Judge Daniel Appleton White and John Pickering. In addition to these, family collections of records and letters have been consulted, and where specific references have seemed necessary these have been indicated by initials in parentheses, identified in a list which closes this paper.

No. 1. His Great-Grandfather's House. Capt. William Bowditch, the great-grandfather of Nathaniel Bowditch, built on the North side of Essex Street; the site of his house was in front of Plummer Hall, now the Museum of the Essex Institute, on a lower level, and projecting about as far as the edge of the present sidewalk, for since the house was built Essex Street has been widened and in this portion raised to a higher level (E. A. I. 184., VIII. 3., XXIV. 252.). On the death of Capt. William Bowditch in 1728 the house went to his son Capt. Joseph Bowditch, the grand-uncle of Nathaniel Bowditch, and he was living there, helpless with paralysis, when Nathaniel was born. He died in 1780 and left the house to his daughter Elizabeth, the wife of William Jeffry. Her daughter Eliza-

beth Jeffry married the Hon. Nathan Read, and in 1793 he built a new house behind the old one, on the site of Plummer Hall. In this year the old house was torn down, Mrs. Elizabeth Jeffry being still the owner. Nathaniel Bowditch must have known the old house until he was twenty years old, and probably in childhood visited his old grand-uncle there. Family tradition describes old "Squire Bowditch" seated in his arm chair, with his bowl of punch on one arm and his cat on the other (E. W. B.).

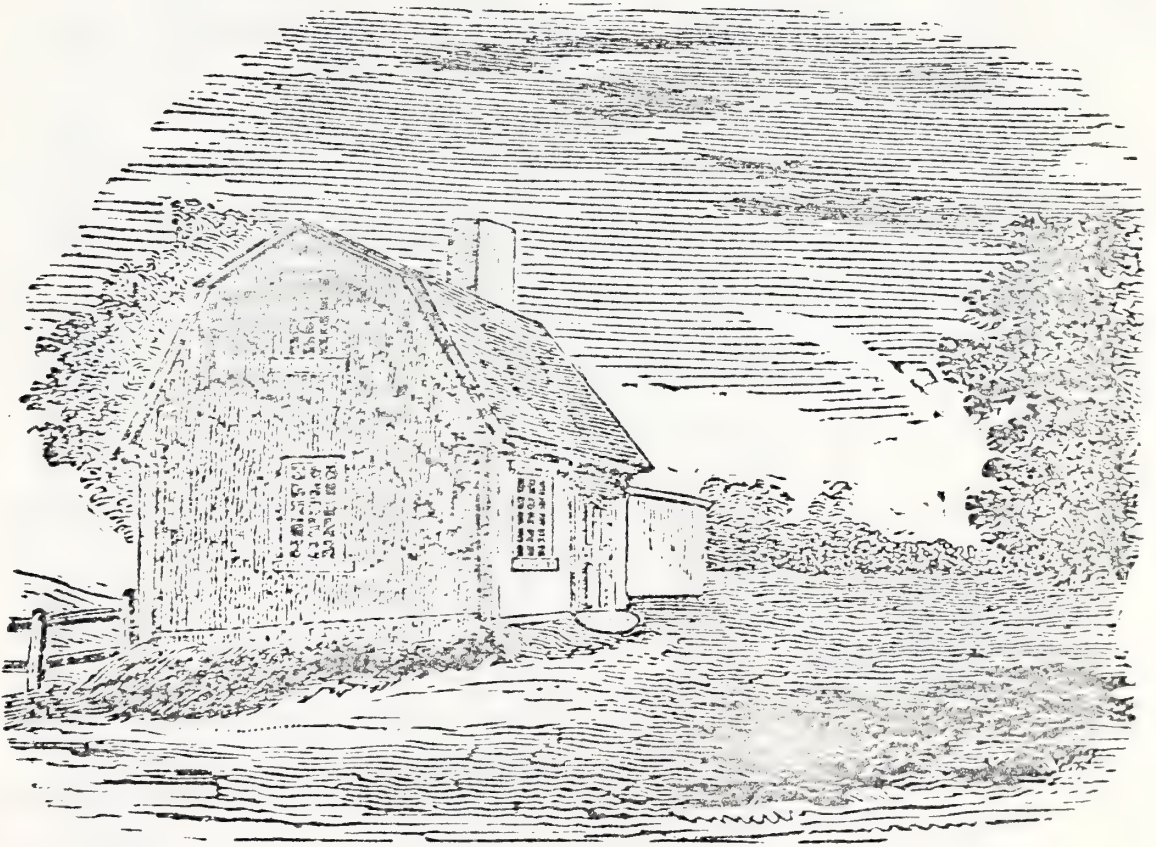
No. 2. His Grandfather's House. Capt. Ebenezer Bowditch, the grandfather of Nathaniel Bowditch, built on the South side of Essex Street in 1730 (E. I. VI. 94.) but in 1763 he sold the house to Dr. Edward Augustus Holyoke, and died in 1768. In 1785 Dr. Holyoke added a third story to the house and continued to occupy it till 1829. Later it was made over into shops and an addition was made at its western end; and it was torn down in 1895, as mentioned in a contemporary paper. At this time its site was to be identified as No. 207 Essex Street, not visible today. As long as Nathaniel Bowditch lived in Salem this house was known to him as Dr. Holyoke's house.

No. 3. His Birthplace. In 1773, when Nathaniel Bowditch was born, his father Capt. Habakkuk Bowditch was occupying a house at the site of the present No. 2 Brown Street, and here Nathaniel was born. So far as has been ascertained Habakkuk Bowditch never owned a house, unless for the two years (1785-1787) following his mother's death (see No. 6.). The Brown Street house was on the land of Anstice (Williams) Crowninshield, and was built after 1755 (E. A. VIII. p. 75.). In 1830 or 1831 it was extensively remodelled and it is possible that of the original house only the beams now remain (E. W. B.). By 1822 the number 14 had been given to this house, but about 1892 the street was re-numbered and the house *now* on this site became No. 2. In the mean time—not long before 1877 (O. N.)—the old house had been moved to a point directly behind its original location and turned round. It is still standing, and is now No. 2 Kimball Court. Just when Habakkuk Bowditch left this house is uncertain, for the time is stated in vague terms in various places; but the evidence points to the year 1775. On the

19th of April in '75 Capt. Habakkuk Bowditch lost his sloop "Polly" on Anguilla Reef in the West Indies (N. I. B.), and the Revolutionary War brought him severe financial reverses, so it was probably in 1775 that he had to move to smaller quarters. His grandson, Henry I. Bowditch, states that it was when Nathaniel Bowditch was two and one half years old (H. I. B.); this would be in September 1775, and as it is the only specific statement of the date it may as well be accepted.

No. 4. His Childhood Home. The little cottage, consisting of only two rooms and a lean-to, to which Habakkuk Bowditch moved his family, supposedly in September 1775, stands in what was then called Salem Village although already re-named Danvers, and consequently is not shown on the plan. That part of Danvers in which this house stands was later incorporated as Peabody; and the section in question was known as "Hell's Back Kitchen" (E. W. B.). As it is of record that Nathaniel Bowditch's grandmother, Mary (Turner) Bowditch, lived with her son Habakkuk in Danvers (N. I. B.), it must have been in this very small cottage, and, although Habakkuk Bowditch was presumably sometimes away on a voyage, it is hard to see how the family—grandmother, mother, and four, eventually six, children, and at times the father too, could have crowded into two rooms and a lean-to. However, here they lived for four years, as nearly as can be ascertained. The date of their removal back to Salem can probably be derived from the baptismal records of the children. The first four, born in Salem between 1766 and 1773, were promptly baptized at St. Peter's Church there; the fifth and sixth, born in Danvers in 1776 and 1778, were both baptized at the North Church, Salem, in 1779 (E. I. XXII, 190). As the family was duly recorded as affiliated with the Episcopal Church, these baptisms in another church may be explained from the fact that at this period the church in Salem became the butt of an angry populace, and in 1777 was obliged to close its doors. The Rector, Rev. William McGilchrist, broken in health, died in 1780 and services in the church were not resumed until 1782. Seemingly, then, the family move back to Salem was made between the birth of Samuel in Danvers, 13 September





HOUSE AT DANVERS, NOW PEABODY, WHERE NATHANIEL BOWDITCH LIVED

From a wood cut made about 1848

1778, and his baptism at the North Church, Salem, 12 September 1779, and very likely not long before the latter date. The cottage, considerably enlarged and altered, is still standing on Wilson Square, Peabody, under the name of Violet's Sea Grill, and is marked with a tablet telling of the Bowditch family occupancy. It has a gambrel roof, suggesting that it was built not earlier than about 1750 (J. D. P. p. 174.).

No. 5. St. Peter's Church. Family records state that Mrs. Habakkuk Bowditch, Mary Ingersoll, was a stanch Episcopalian, and that the family worshipped at St. Peter's Church. When Elizabeth Bowditch, Nathaniel's next-older sister, died in 1791, her funeral was held at St. Peter's and she was buried in the adjoining churchyard. The stone stands in the front plot facing St. Peter's Street, with other stones removed from the churchyard when it was used for building purposes. Up to that time the family was apparently attending this church; but the Rev. William Bentley of the East Church records in his diary his embarrassment when they all turned up at his church on the Sunday following the funeral (B. D. I. 327.). It may be surmised that there was some cause of dissatisfaction at the funeral, and the fact that Dr. Bentley had assisted at it evidently made him fear that he would be accused of proselyting. The present St. Peter's Church building was erected in 1833, ten years after Nathaniel Bowditch had left Salem for Boston.

No. 6. His Boyhood Home. It is not known where Habakkuk Bowditch and his family lived on their return to Salem in 1779. His mother, Mary (Turner) Bowditch, was the daughter of the Hon. Col. John Turner whose father, Capt. John Turner, had built the house at the foot of Turner Street popularly known as "The House of the Seven Gables," and he owned the land on both sides of the lower end of the street, running back as far as Derby Street on the westerly side and about half as far on the easterly. This area is shaded on the plan. Much of this westerly strip fell to Mary (Turner) Bowditch, her brother John Turner acquiring "The House of the Seven Gables" in 1749 (E. A. X. 64.); she had lived with her son Habakkuk in Danvers (N. I. B.) and it seems probable that he

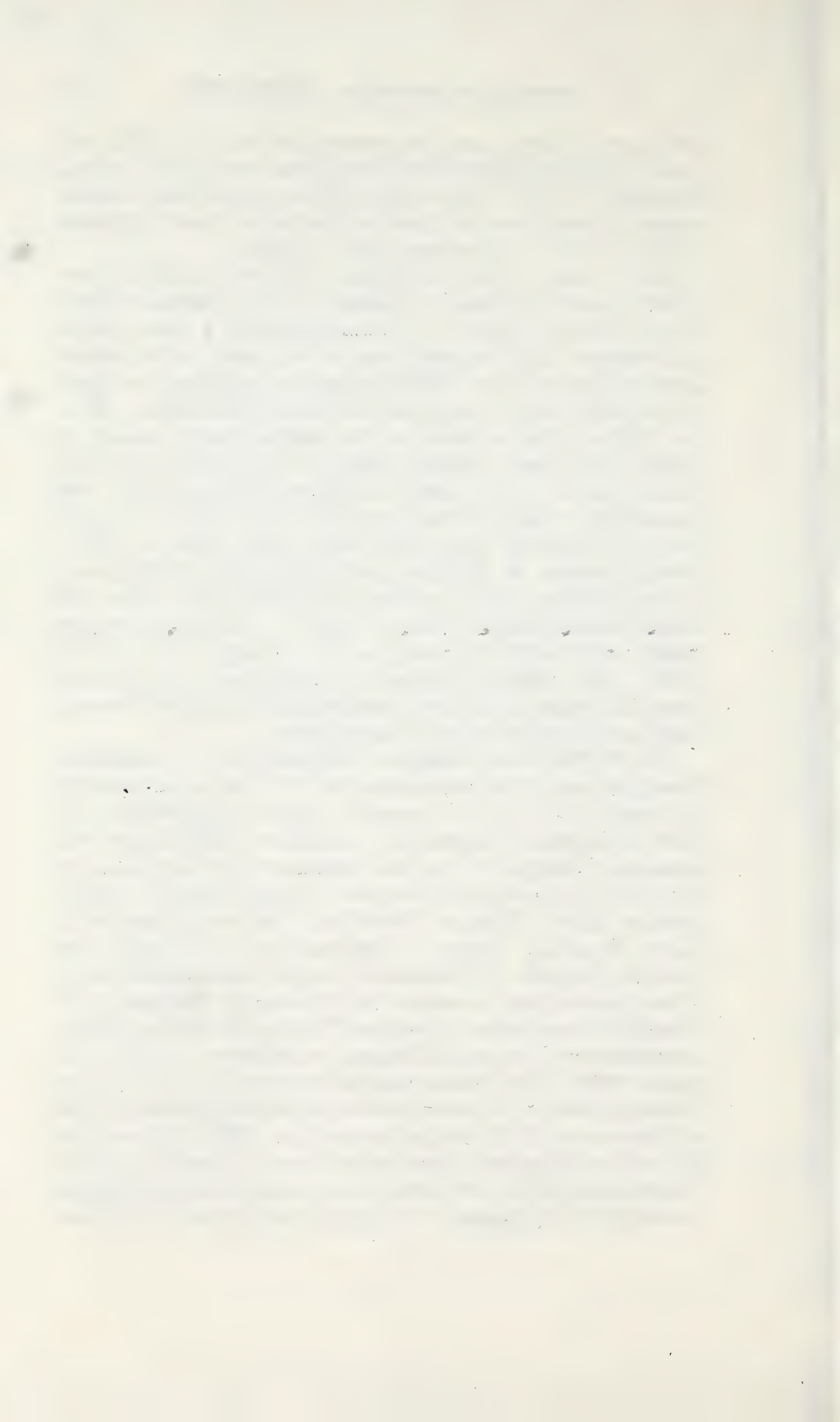
lived with her again when he returned to Salem. She died in 1785 and bequeathed her land as follows: a lot on the corner of Turner and Derby Streets to her son Habakkuk, who sold it to Elias Hasket Derby two years later; and two lots south of it, one to her son Thomas, the other to the heirs of her deceased son Ebenezer; no houses are mentioned on these lots (R. D. 141-148.). The lot on which "The House of the Seven Gables" stands had been sold by John Turner to Samuel Ingersoll in 1782 (E. A. X. 64.). Bentley (B. D. III. 5, 6.) says in 1803: "Samuel Ingersoll lives in the mansion house. . . . On the Turner estate sixty years ago there was only this mansion & now there are twenty dwelling houses besides work shops & out buildings." He was speaking of the entire Turner estate, not only of the portion inherited by John and Mary (Turner) Bowditch. Sixty years before 1803 would be 1743. Mary (Turner) Bowditch bequeathed the lots forming parcels of her estate as late as 1785. If there had been no houses on her part as late as 1785 the twenty dwellings, etc. would have crowded the other (easterly) part of the Turner estate a good deal, for buildings there must have been by 1785, else Bentley would have said "twenty years ago" and not "sixty years ago." Hence I believe that in spite of the fact that no buildings are mentioned in the bequest of 1785 there were buildings on the Mary (Turner) Bowditch land. If there was a house on the corner lot in 1779 when Habakkuk Bowditch returned to Salem it seems likely that he lived in it, very probably with his mother, so that her bequest to Habakkuk was *her* house in which he had been living for six years.¹ As late as 1814 we find mention (B. D. IV. 37.) of Ebenezer Bowditch, silver-buckle maker, living on Turner Street below Derby Street; this was the third Ebenezer in succession, the son of the Ebenezer who died in 1771, predeceasing his mother Mary (Turner) Bowditch. Since Nathaniel Bowditch was apprenticed to Ropes & Hodges at about the age of twelve, which would be about 1785, it may well be that the death of Habakkuk Bowditch's mother (his wife having died

¹ Mr. Henry W. Belknap has a record of a small house on this land which he thinks was the home of Habakkuk Bowditch, and not "The House of the Seven Gables."

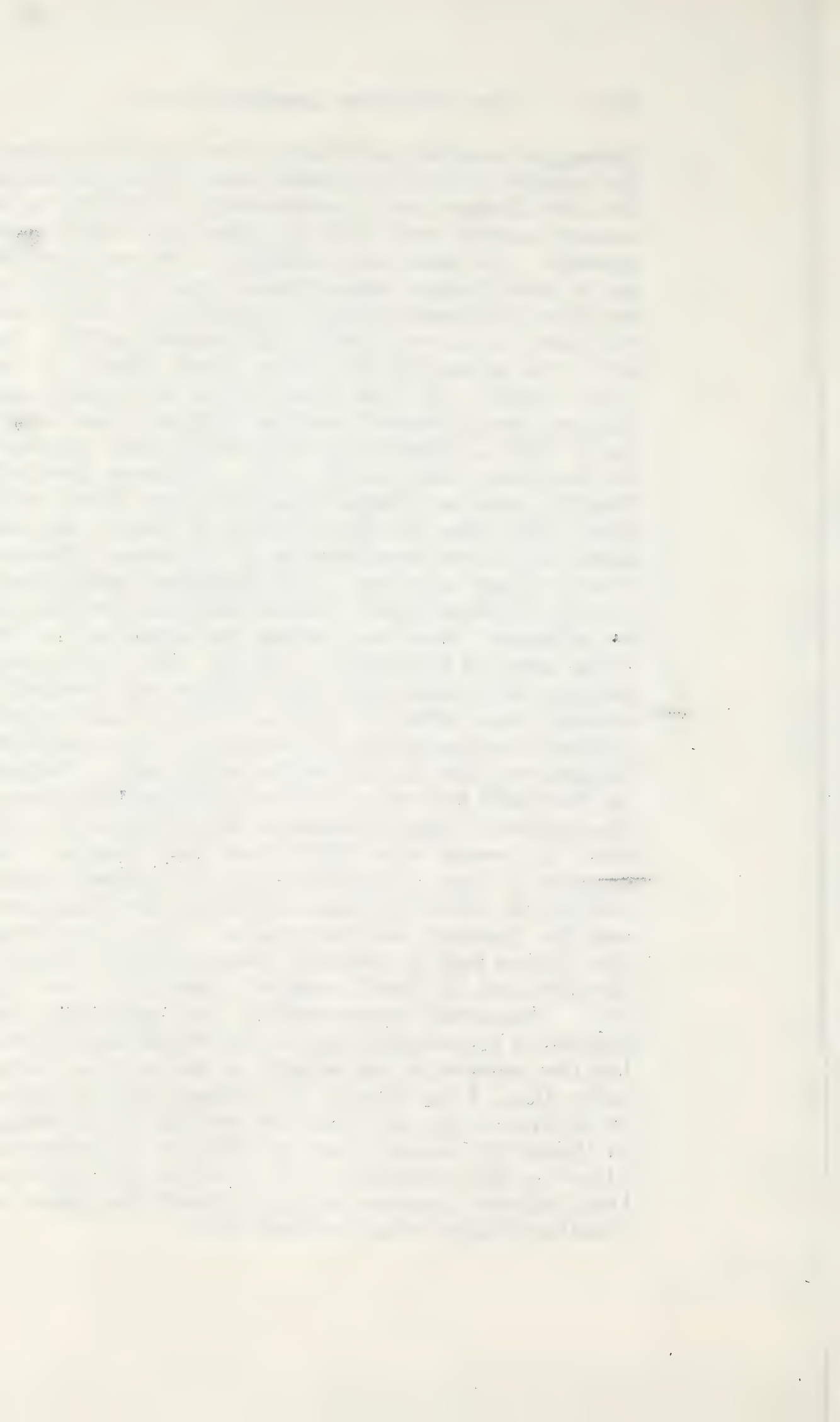
two years before) served to scatter the family in 1787, and where Habakkuk Bowditch lived after that is not known. He died in 1798. The house at Turner and Derby Streets seems to have been the home of Nathaniel Bowditch from 1779 to 1785. It has long since vanished.

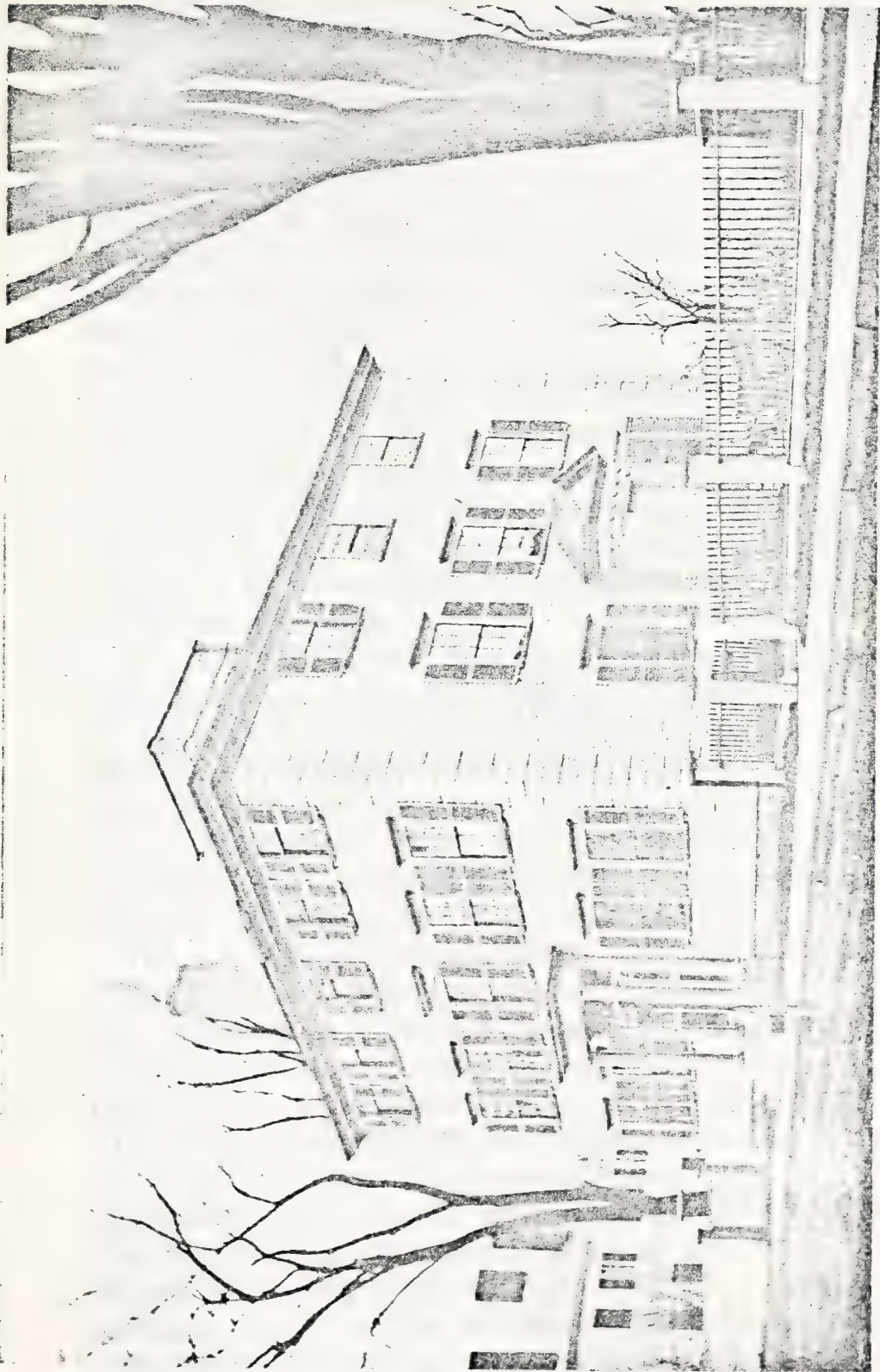
No. 7. Master Watson's School. When Habakkuk Bowditch's family returned to Salem in 1779 Nathaniel Bowditch was six years old. He had attended a dame school in Danvers, and the next year he was sent to the school kept by Master John Watson where he continued for about three years, which completed his formal education. Master Watson's house stood at the south-westerly corner of Union and Essex Streets, facing on the former, and his school was kept in a small one-story building which was immediately south of his house (B. D. II. 368, E. A. X. 163.). Dwelling and school were torn down in 1808; Bentley enters in his diary under 16 June of this year: "The Children had the sport of pulling down the Old School house, head of Union Wharf. . . . It was of one upright story, with high steep roof, not large" (B. D. III. 365). Mr. Bentley watched the operation with pleasure from his quarters in the Crowninshield house (still standing) on the other side of Essex Street.

No. 8. The First Jonathan Hodges House. Nathaniel Bowditch was taken from school in 1783 and after a period of work in his father's cooper's shop was apprenticed in 1785 to Ropes & Hodges, ship chandlers (John Ropes and Jonathan Hodges). As was customary, he left home at this time, at the age of twelve—the year that his grandmother Mary (Turner) Bowditch died—and lived with Capt. Jonathan Hodges. The location of his house has been the subject of considerable search, unsuccessful until it was pointed out to me by Mr. Charles E. Hodges, jr. of Boston, whose father, the elder Charles E. Hodges, great-grandson of Jonathan Hodges, had shown him the site about 1918. The house was built, probably in 1670, by Daniel Andrew; it came into the hands of Timothy Orne of Danvers in 1767 and at his death in 1789/90 passed to his widow Elizabeth Orne who (then of Boston) sold it in 1824 (E. A. II. 168-169). Just when Jonathan Hodges moved into this house is not known, but it must have been



during the ownership of Timothy Orne or of his widow; the accounts of Bowditch's career make it sound as though Jonathan Hodges were a householder by 1785, but as he was not married until 1788 the latter date sounds more probable. The house was standing in 1898 and is shown as the John Emerson house (which it was 1698-1704) in the *Essex Antiquarian*, Vol. II, facing p. 171, but it was torn down in the early years of the present century. Its site is the present No. 272 Essex Street, opposite to the Plaza Theatre. In 1801 Sewall Street was opened, and this may have influenced Jonathan Hodges to move away, for in 1802 he bought land on Chestnut Street and built his own house there (see No. 14.). Nathaniel Bowditch lived in Jonathan Hodges' house on Essex Street until about 1790, when the firm of Ropes & Hodges was dissolved and he was transferred as an apprentice to Samuel Curwin Ward who kept a ship-chandlery and grocery store on Neptune Street. Where Bowditch lived then is not apparent. One would expect the apprentice to live in the house of his employer; but Mr. Ward was a very different sort of man from Capt. Hodges, and Bowditch's eventual close affiliation with the Hodges family might lead one to conjecture that he continued to live with Capt. Hodges even after he had left his employment. Nathaniel Bowditch's first wife (1798) was Elizabeth Boardman, the daughter of Capt. Francis and Mary (Hodges) Boardman; his second wife (1800) was Mary Ingersoll, the daughter of Capt. Jonathan and Mary (Hodges) Ingersoll and the niece of Jonathan Hodges; Mrs. Boardman and Mrs. Ingersoll were first cousins. Then, when Jonathan Hodges built his house on Chestnut Street Nathaniel Bowditch and his family occupied a part of it (see No. 14.). Bowditch's apprenticeship was presumably terminated by his coming of age, on the 26th of March 1794; late that summer he was engaged in the survey of Salem under Capt. John Gibaut. In January 1795 he sailed on his first voyage, and from then until his first marriage in March 1798 he was at sea for 886 days and ashore for 415—less than one-third of the time—so he may have kept bachelor's quarters in his old haunt, the garret of Jonathan Hodges' house on Essex Street.





BOARDMAN HOUSE
Washington Square

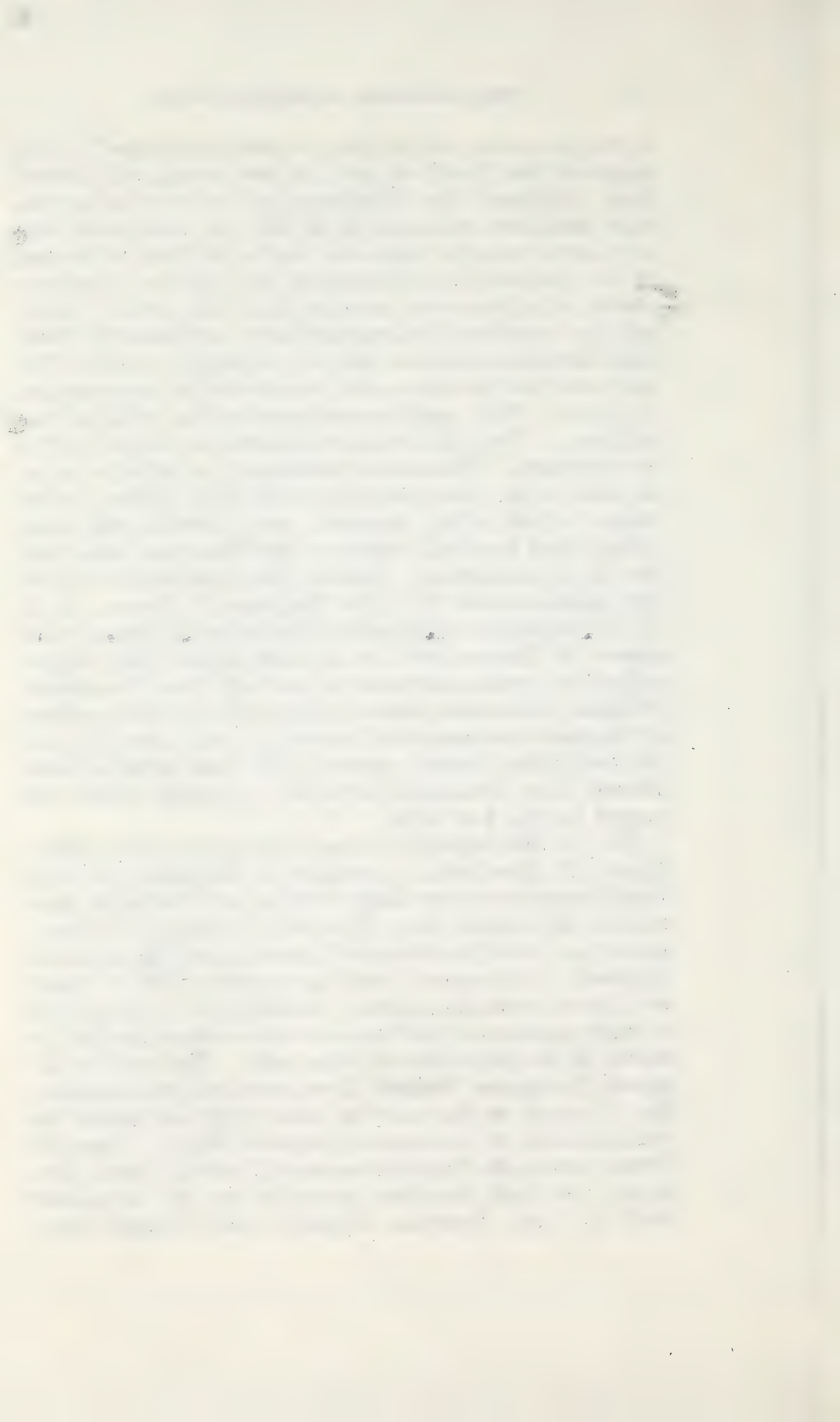
No. 9 The ship-chandleries. The location of the shops of Ropes & Hodges and of Samuel Curwin Ward has not been determined accurately; the late Mr. Henry Noyes Otis stated that Ward kept shop on Neptune Street, and in one letter he speaks of Ropes & Hodges being on Neptune Street. This was the logical place for a ship-chandlery, the vicinity of Union Wharf being the centre of Salem's shipping. In the Hodges family there is a tradition, or a supposition, that Ropes & Hodges kept shop in the lower floor of the Hodges house on Essex Street; if so its position would not be favorable unless for the shipping on the North River. In 1785, when Bowditch began his apprenticeship, John Ropes was twenty-two years old and Jonathan Hodges twenty-one, so presumably the firm had not been founded long, and it endured only until 1790 or earlier. It is possible that Ropes & Hodges sold out to Ward; in that case there might well have been but one establishment, not two.

No. 10. The East Church. The family of Habakkuk Bowditch were connected with the Episcopal Church until 1791, as has been mentioned under No. 5, after which date they transferred to the East Church under the pastoral care of Dr. Bentley. This church stood at the corner of Hardy and Essex Streets. Nathaniel Bowditch's connection with it lasted until 1804. The church building was torn down in 1846 (S. G. 24 Feb. 1846.).

No. 11. The Boardman House. On the 25th of March 1798 Nathaniel Bowditch was married by the Rev. William Bentley to Elizabeth Boardman, daughter of Capt. Francis Boardman (deceased) and Mary (Hodges) Boardman (S. G. 27 March 1798.), in the Boardman house (H. H. S.) fronting on the Common, and still standing today as No. 82 Washington Square East. Captain Boardman had built this house in 1787 (?1783) but had died in Port-au-Prince, the news of his death reaching Salem 16 March 1792 (B. D. I, 355.); Bentley, commenting on it, speaks of his "elegant house which for situation is the best in town," and the Visitors' Guide to Salem published by the Essex Institute says that it "attracted the attention of Washington when visiting Salem in 1789, by the beauty of its architectural proportions.

It was then new, and had been offered for his use." It is supposed that Bowditch and his new young wife settled here. Although Mrs. Boardman had living with her two other daughters and a son (E. I. XV. 88) there must have been extra room in the house, for in addition to the loss of her husband Mrs. Boardman had lost two daughters shortly after they were married (B. D. II. 286.). After only five months of the companionship of Elizabeth, Nathaniel Bowditch sailed on his third voyage 21 August 1798 and never saw his wife again, for she died of consumption 18 October 1798, and the news reached him while he was in Spain. Where he lived after his return (6 April 1799) is conjectural. There is a reference to a caller going to see him at the place where he and Capt. Prince, under whom he had sailed, boarded; yet it would seem most natural that he should return to the Boardman home under the circumstances. In fact, this house seems to have been his home until 1805, for Benjamin F. Browne (E. I. IV. 3.) records it as his opinion that after his second marriage—28 October 1800, to his first cousin Mary Ingersoll—this couple continued to live with Mrs. Boardman. Off-hand this seems almost impossible; yet the mothers of the two wives were first cousins and very friendly, and the two wives (second cousins) had been such intimate friends that Nathaniel Bowditch's youngest child was named for his first wife.

No. 12. The Ingersoll Cottage (not shown on the plan). Ernest W. Bowditch, a grandson of Nathaniel, in some family records written about 1912, says: "Nathaniel married his first cousin Mary Ingersoll and passed his honeymoon in a little farmhouse still standing on the corner of Ingersoll St., Danvers, next the training field." Ingersoll Street meets the highway bordering the training field at right angles and itself traverses the side of the field as shown by the line of the old stone wall. The so-called Ingersoll Cottage on Peabody Farm meets the requirements, for it stands on the curving lane which surrounds the training field, at the corner of Ingersoll Street. Ingersoll Street runs to the Endicott house on Peabody Farm. This house was built in close proximity to the farmhouse built by Capt. Jonathan Ingersoll, and enlarged many

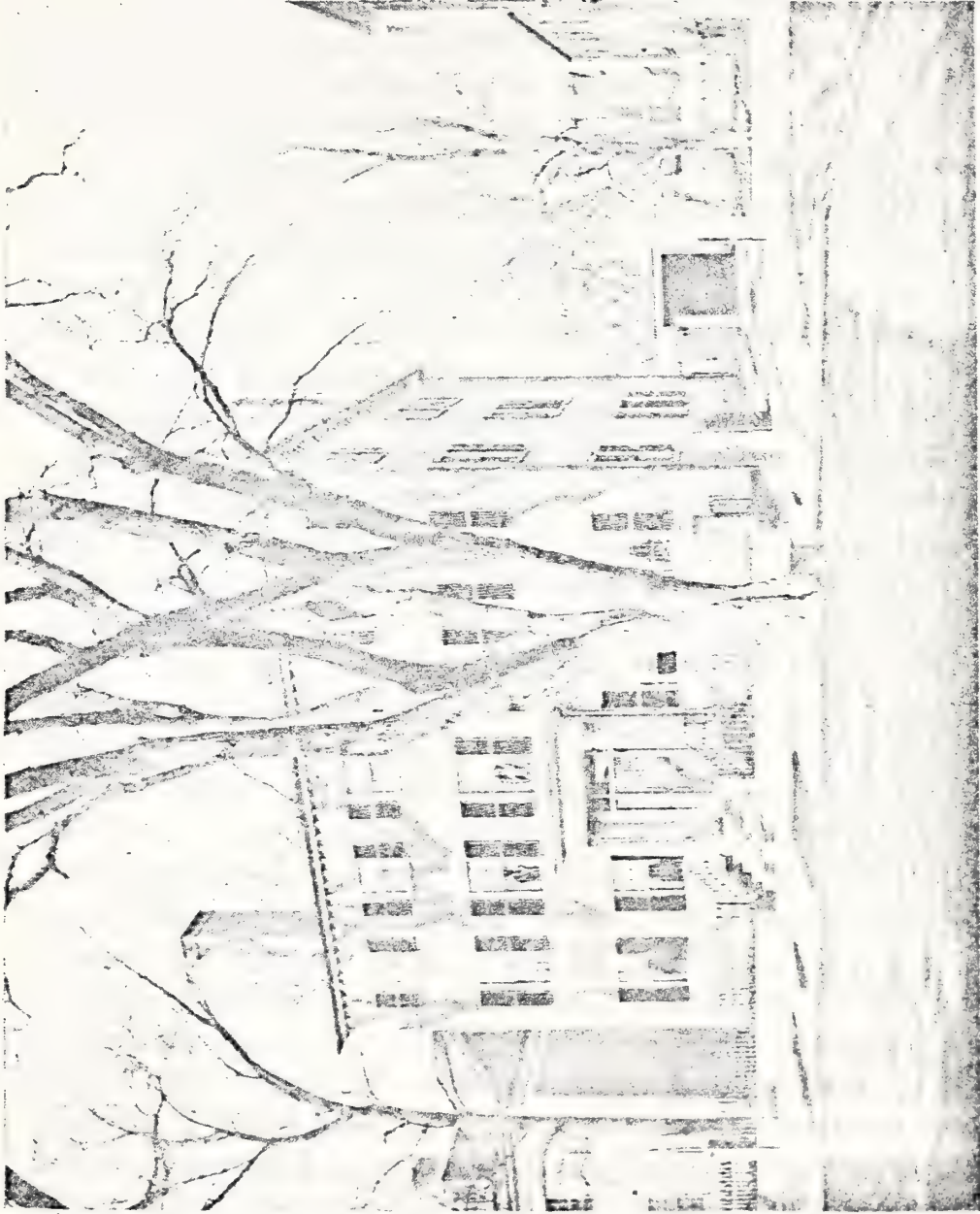


years ago. Capt. Jonathan Ingersoll was the father of Mary (Ingersoll) Bowditch, and the cottage occupied by his daughter and his new son-in-law was on the edge of his land. The Ingersoll Cottage was standing when visited with Mr. Otis in 1939.

No. 13. The Essex Fire and Marine Insurance Company. Nathaniel Bowditch returned from his fifth and last voyage on the 25th of December 1803 and shortly after, in 1804, became the president of the Essex Fire and Marine Insurance Company, a position which he held until 1823 when he moved to Boston. Information about the exact position of the office of this company is rather vague; it was incorporated in 1803, and a contemporary advertisement in a Salem paper states that it was opened for business in its office on Market Street (H. C., letter.). The Market Street of that time is the Central Street of today. The place on the plan marks the site of the Essex Bank in 1811 in the present Salem Fraternity Building, designed by Bulfinch; here the Insurance Company is said to have its office (H. C., letter). It was later located in the building on Essex Street, facing Central Street (O. B.) which was known as Essex Place. Another advertisement shows that the company moved from Market Street sometime after 1811. It was in Essex Place in 1820. In reporting on his observations of the solar eclipse of 1806 Bowditch says (A. A. A. S. III. 21.) "The place where this latitude was observed was in the garden adjoining Essex Bank in Market Street, Salem." This observation, made in October 1805, was published in 1809. Since this location is in the very middle of Salem it seems unlikely that the lot was vacant when the Bulfinch building was erected in 1811, and more probable that this building replaced an old one in which both the bank and the Insurance Company had their offices. If this is true it offers another explanation of the choice of the adjoining garden for determining the latitude of Salem: in addition to its central position it was, so to speak, Nathaniel Bowditch's own back yard.

No. 14. The First Church. Nathaniel Bowditch's eldest son, Nathaniel Ingersoll Bowditch, in the Memoir of his father published in 1839, pp. 77, 78, says: "Upon his

second marriage Dr. Bowditch removed to a different part of the town, and, for this and other reasons, became a member of the society under the pastoral care of his friend Dr. Prince, and always continued so during his residence in Salem. . . . A coolness on the part of Dr. Bentley, originating in this removal from his society, resulted, from political causes during the war, in an entire estrangement, which was always a source of regret to Dr. Bowditch, who made the first advances toward a reconciliation, by a direct call at his house with a friend who desired an introduction." If the date is to be taken literally this statement contradicts the opinion expressed by Benjamin F. Browne that Bowditch and his second wife lived in the house of Mrs. Boardman (see No. 11); but the second marriage took place in 1800, and it was not until 1804 that Bowditch withdrew from Dr. Bentley's church, so that it seems that "upon his second marriage" should have been "not long after his second marriage." Nathaniel Bowditch sold his pew in the East Church 21 March 1804 (R. D. 175 p. 161), three and a half years after his marriage. Bentley mentions this circumstance in his diary under 13 April 1804 (B. D. III. 81.) and sputters with rage, attributing Bowditch's defection wholly to politics, saying that he "has attempted to sacrifice me to party by deserting my meeting house because he cannot approve my friendship to the present administration." This was no doubt partly true; Bowditch was a Federalist and Bentley a rabid Republican. Although Nathaniel was one of the four children of his parents who had been baptized in the Episcopal Church, he had been connected since 1791, when he was eighteen, with the East Church, Congregational-Unitarian, under Dr. Bentley, who had been kind to him and much interested in his progress in his early youth. Bentley, however, was evidently of a jealous nature; he fancied himself as a man of science, including mathematics, and the slurring allusions to Bowditch to be found in his diary show that he resented the attention bestowed upon his erstwhile pupil; most potent, however, must have been the fact that Harvard College had bestowed upon Bowditch the honorary degree of A. M. in 1802 and had neglected Bentley. This unjust neglect



JONATHAN HODGES HOUSE

Chestnut Street

must be attributed to politics too, for Harvard College was distinctly Federalist in sentiment. The change to the First Church was a natural step, for Dr. Prince no less than Dr. Bentley had been Bowditch's friend and adviser from the days of his apprenticeship, and at that early time had given him access to the books of the Philosophical Library, which were kept at his house.

No. 15. The second Jonathan Hodges House. The search for Bowditch's next residence has been interesting. He himself supplied the first clue. In *Library Life*, the Staff Bulletin of the Boston Public Library, Vol. LV, No. 5, 15 February 1925, p. 54, there is printed for the first time Bowditch's manuscript account of his observation of the solar eclipse of June 1806, in which he says: "The observations were made in the garden adjoining the house of Mr. Hedges in which I then lived." Mr. Henry Noyes Otis, after trying in vain to find the house of Mr. Hedges, suggested that this might be a misprint for Mr. Hodges; and an examination of the original manuscript (B. P. L. MSS. **E. 5111. 29.) showed that this was the case. In the mean time it was found that in the printed account of the event (A. A. A. S. III. 1. 1809) Bowditch said: "I made preparations for the observation in the garden adjoining the house, in which I reside, near the northern part of Summer street, Salem." This shows that "in which I then lived" does not imply "from which I have now moved," but means "in which I was living by that time" (1806) and that he was still living there in 1808 when he wrote the published account. With these two clues the house was not hard to find. Jonathan Hodges bought from Samuel Holman a lot of land on the North side of Chestnut Street, a little west of the corner of Cambridge Street, 27 December 1802, and here he built his house (F. K. p. 112.). The date of the building is sometimes given as 1804, but it is included among the houses built or finished in 1805 in a list published in the Salem Gazette of 4 February 1806 (E. I. I. 55.). Chestnut Street was doubled in width to 80 feet, the work being completed 10 December 1804 (R. H. W. p. 2.), so it was probably after this date that the first brick houses were begun, the Hodges house being one of the first two brick houses on Chestnut Street

(R. H. W. p. 10.). The plans of the architect, Samuel McIntire, show it as a double house with three doors, one each in the middle of three sides, South (front), West and North (back), and three staircases (F. K., plans.). Just when Bowditch moved in is uncertain. His first child was born in January 1805 and it is unlikely that the house was ready for occupancy so early, but it is referred to in an advertisement of August 1805 (R. H. W. p. 10.). We do know that he was living there by June 1806, and at this time had but one child. By this time Jonathan Hodges was the father of seven children, so the Bowditch family probably occupied only a part, and not a full half, of this double house. Just why, in describing the location of his post of observation in June 1806, Bowditch did not use the name of Chestnut Street is not clear, for the street had received its name by 1796, being then a new street (B. D. II. 189.). The house is standing and in good condition, though greatly altered from its original state; it is now a single house and almost all of the McIntire decoration has been removed, but this was done many years ago. Its number on Chestnut Street is 12, next but one to the corner of Cambridge Street, and behind it is a beautiful garden. The identification of this house has a certain interest in connection with the study of the solar eclipse of 1806 and the observed latitude and longitude of Salem. It also has a genealogical interest, for children at that time were born at home, not in hospitals, so that we may pretty safely give the places of birth of the children of Nathaniel and Mary Bowditch. Nathaniel Ingersoll Bowditch, the first child, was born 17 January 1805, presumably in the Boardman house, now No. 82 Washington Square East. The second, third and fourth children—Jonathan Ingersoll Bowditch, born 15 October 1806, Henry Ingersoll Bowditch, born 9 August 1808, and Charles Ingersoll Bowditch, born 1 December 1809—must have been born in the Hodges house, now No. 12 Chestnut Street. This supplies an item missing in Dr. Vincent Y. Bowditch's account of his father, *Life and Correspondence of Henry Ingersoll Bowditch*, 1902.

No. 16. *His final residence in Salem.* On the 6th day of May 1811 Nathaniel Bowditch bought from William

Ward the house still standing, and marked by a wooden tablet, at 312 Essex Street, next to the so-called "Witch House." By the 2d of June the family was installed in the new home (family letters) and here they continued to live until they moved to Boston in 1823. The house was conveyed to Dr. John Dexter Treadwell, the family physician, 26 July 1823, and Dr. Bowditch moved to Boston in August, the family, including a very new baby, following in October. This house was later owned by Judge Joseph B. F. Osgood, who made certain alterations. It is safe to say that this house was the birthplace of the second four of Bowditch's eight children: an un-named son, born 7 July 1813 and died the next day; Mary Ingersoll Bowditch (Mrs. Epes Sargent Dixwell), born 3 April 1816; William Ingersoll Bowditch, born 5 August 1819; and Elizabeth Boardman Ingersoll Bowditch (Mrs. John James Dixwell) named for her father's first wife, born 22 June 1823.

No. 17. His Boston Home. Merely to complete the record it may be mentioned that from 1823 Nathaniel Bowditch lived at 8 Otis Place, Boston. Here his wife died in 1834 and here he died in 1838. After this his house was occupied by his third son, Dr. Henry Ingersoll Bowditch, until it was torn down in 1858. The Otis Place of those days (not the present Otis Place off Brimmer Street) was in the neighborhood of Church Green and was effaced when Devonshire Street was extended and widened.

Illustrations of a number of the buildings listed in this paper are available, as follows:

1. Capt. William Bowditch's house. No illustration known. The house so designated in the Diary of William Bentley III opp. page 201 is actually the Downing house, later the Globe Tavern, the next house West of the Bowditch house.
2. The Ebenezer Bowditch house. Photograph, Essex Institute, No. 206. Drawing reproduced for Ernest W. Bowditch by The Heliotype Co., Boston.
3. Birthplace. Photograph, Essex Institute, No. 208.
4. Cottage in Peabody. Discourse on . . . Nathaniel Bowditch by Alexander Young, 1838, p. 104. Memoir of Nathaniel Bowditch (by Henry I. Bowditch), 1841,

- title-page. History of the Town of Danvers, by J. W. Hanson, 1848, p. 219. Memoir of Nathaniel Bowditch, by Nathaniel I. Bowditch, ed. 1884, opp. p. 17 (also a picture of the dame school across the way where Nathaniel Bowditch had his first schooling, opp. p. 18).
5. St. Peter's Church. Drawings at the Essex Institute.
 6. Boyhood home. Its very site is uncertain and there is of course no picture of the house.
 7. Master Watson's school. No picture known.
 8. The first Jonathan Hodges house. Essex Antiquarian Vol. II, opp. p. 171, upper picture.
 9. The ship-chandleries. No picture known.
 10. The East Church. Essex Institute Historical Collections Vol. XLI (1905) opp. p. 241.
 11. The Boardman house. Photograph, Essex Institute, No. 13,866. Postcard, The Essex Institute, No. 13266.
 12. The Ingersoll cottage. No picture known.
 13. The Essex Fire and Marine Insurance Company, offices. Perhaps at one time in the present Salem Fraternity building, now 11 Central Street. A picture is probably available through the Essex Institute.
 14. The First Church. Photographs from drawings at the Essex Institute.
 15. The second Jonathan Hodges house. Postcard, Essex Institute, No. 11. Photographs available at the Essex Institute.
 16. 312 Essex Street. Photograph, Essex Institute, No. 8132. The Life and Correspondence of Henry Ingersoll Bowditch, by Vincent Y. Bowditch, 1902, Vol. I, opp. p. 2.
 17. 8 Otis Place, Boston. The Life and Correspondence of Henry Ingersoll Bowditch, by Vincent Y. Bowditch, 1902, Vol. I, opp. p. 98.

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- N.I.B.—Nathaniel Ingersoll Bowditch; MS. family records, 1826- .
- O.B.—Osgood and Batchelder's "Sketch of Salem," 1879.
- O.N.—Old Naumkeag, by C. H. Webber and W. S. Nevins, Salem, 1877.
- R.D.—Registry of Deeds, Essex County.
- R.H.W.—Richard Hall Wiswall; Notes on the Building of Chestnut Street, reprinted from E. I. LXXV, 1939.
- S.G.—The Salem Gazette.

EAST INDIA VOYAGES OF SALEM VESSELS BEFORE 1800.

BY JAMES DUNCAN PHILLIPS

(Continued from Volume LXXIX, page 132.)

39.

March 16, 1792, Ship *Grand Turk*, Benjamin Hodges.
Cape of Good Hope.

June 12, 1793 from Madras.

This was the first and only India voyage of the second *Grand Turk* owned by E. H. Derby and built by Enos Briggs for him especially for the India trade. She was the largest vessel except the frigate *Essex* built in Salem for many years and was probably too large (600 tons) for the trade of this port. It was too difficult to secure enough outbound cargo to purchase the return cargo and specie was difficult to get.

They sighted Tristan da Cunha May 21, Cape of Good Hope June 22, Ceylon August 7 and anchored in the Hoogli August 17. There they lay for four months. They exchanged their cargo and started for home December 30. They sighted Ceylon February 7, 1793 and the Cape of Good Hope April 2. They passed St. Helena April 19 and reached Salem June 12. (Log of *Grand Turk* at Essex Institute. Peabody: *Merchant Venturers*, 120.)

She brought 1,200,000 lbs. of sugar, 60,000 lbs. of pepper and about \$50,000 worth of general merchandise. The duties were \$24,229 and Mr. Derby's share was \$21,428.

40.

August 7, 1792, Brig *Fanny*, Benjamin Crowninshield.
Cape of Good Hope.

July 9, 1793 from Cape of Good Hope via St. Helena.

It is not clear from the record whether the *Fanny* went beyond the Cape or not. She was reported leaving the Cape April 1, 1793 for St. Helena (*Salem Gazette*, July 2, 1793) so it is probable she went to the Isle of France at least. She had a miscellan-

eous lot of merchandise, wines, brandy and pepper. John Derby & Co. owned most of it but there were also invoices to Richard and E. Hersey Derby as well as the captain. The duties were \$3150.

41.

August 13, 1792, Brig *Enterprise*, William Ward. India
August 19, 1794 from Ostend.

This was a new brig just built in Haverhill for William Gray, Jr. She went to India undoubtedly but there seems to be little on record about it. January 7, 1794 it was reported that the *Enterprise* had sprung a leak and been obliged to put into Cape of Good Hope (*Salem Gazette*, January 7, 1794) and this may account for her long voyage. She was not at the Cape in April, 1793 (*Salem Gazette*, July 2, 1793).

On the *Enterprise* returned Daniel Saunders whose misfortunes in the shipwreck of the ship *Commerce* of Boston on the coast of Arabia have been often told. The *Enterprise* brought 10,800 lbs. of sugar, 6,665 gallons of "Geneva" and \$25,000 worth of merchandise, all to William Gray, jr. except the captain's share. Her duties were \$4433.

42.

October 16, 1792, Brig *Hope*, Samuel Lambert. Cape of Good Hope.

July 2, 1793 from Cape of Good Hope.

This was just the *Hope's* annual trip to the Cape and back but she brought a pretty good report of other vessels which had touched there. (*Salem Gazette*, July 2, 1793.) She had merchandise, wines and brandy.

43.

October 23, 1792, Brig *Peggy*, Amos Hilton. India.

August 19, 1793 from Isle of France.

The *Peggy* reached the Cape of Good Hope on February 2, 1793, and, after a brief pause of three days, went on around the Cape. (*Salem Gazette*, July 2, 1793.) If she went beyond the Isle of France she made a very quick voyage. The cargo was 130,000 lbs. of sugar, 5300 lbs. of pepper and six pairs of silk

slippers! John Fiske owned most of it with Benjamin Pickman second. The duties were about \$2100.

44.

November 6, 1792, Ship *Hunter*, Thomas Chipman. Madeira and India.

August 15, 1793 from St. Helena.

The *Hunter* reached the Cape of Good Hope in April, 1793, after taking on wine at Madeira. She probably did not go beyond the Isle of France and narrowly escaped being wrecked at the Cape on her return by a severe gale which did wreck two Dutch East Indiamen, one of them from China. She stopped at St. Helena and found two French Indiamen there which had been captured as English prizes before they knew the war was on. Several of their people came as passengers in the *Hunter*. (*Salem Gazette*, August 20, 1793.)

Her cargo was 20,000 lbs. of sugar, 4000 gallons of spirits, 3000 lbs. of brown sugar, \$8,000 merchandise and a little coffee, pepper, etc. all to E. H. Derby, jr. and the captain. Duties were \$2611.

45.

November 27, 1792, Ship *Commerce*, Clifford Crowninshield. Isle of France.

October 22, 1793 from Copenhagen.

Captain Crowninshield must have made a rapid voyage as he left the Cape homeward bound on April 1 for St. Helena and doubtless went from there to Europe. He must have sold his eastern cargo in Denmark for he entered with the usual Baltic cargo of hemp, cordage, and general merchandise and 26,690 lbs. of lead. Her duties were \$2788 all paid by William Gray, jr. and the captain.

46.

December 11, 1792, Ship *Benjamin*, Nathaniel Silsbee. India.

July 10, 1794 from the Isle of France.

The *Benjamin* was a new ship of 161 tons just built by Enos Briggs in Salem for Elias Hasket Derby. Neither Nathaniel Silsbee nor Charles Derby, the mate, were twenty-one years old when she sailed. The

captain was expected to pay for five per cent of the outward cargo and to receive ten per cent of the return one. (*Biog. Notes of Nathaniel Silsbee*, Essex Institute Historical Collections, XXXV, 5.) His ten per cent yielded him a net gain of \$4000 and the profit on the voyage was 100%.

The *Benjamin* touched at the Island of St. Jago in the Cape de Verde group and at the Cape of Good Hope. She expected to leave there for the East April 23. (*Salem Gazette*, July 2, 1793.) On the way thither she spoke a French frigate taking the news of the war with England which so increased prices that the *Benjamin's* cargo became very valuable on her arrival June 6 and was sold for Spanish dollars. All foreign vessels were embargoed for about six months. During this time the Spanish dollars trebled in value so Capt. Silsbee went to the Isle of Bourbon November 25, invested his dollars right there in coffee and spices and early in December started for America but stopped at the Cape. There he found he could make so much money by a trip back to the Isle of France that he hastily loaded most of his cargo on two Salem ships, the *Henry* and the *Hope*, then at the Cape, and slipped away, before he could be prevented, with wines and other merchandise. At the Isle of France he again sold and reloaded. He just eluded another embargo there, touched at the Isle of Bourbon to get provisions for his voyage, but slipped out before he could be stopped again, and made a straight run for Salem. (Cleveland: *Voyages of Sons of New England*, N. Y. 1855, pp. 29-35.)

The *Benjamin* herself brought 22,500 lbs. of cotton, 10,000 lbs. of pepper, 10,000 lbs. of sugar, and 7,100 lbs. of indigo. This shipment of indigo was extraordinary and comprised about a third of the total duties of \$6,196. About 9/10 of the cargo was Mr. Derby's.

47.

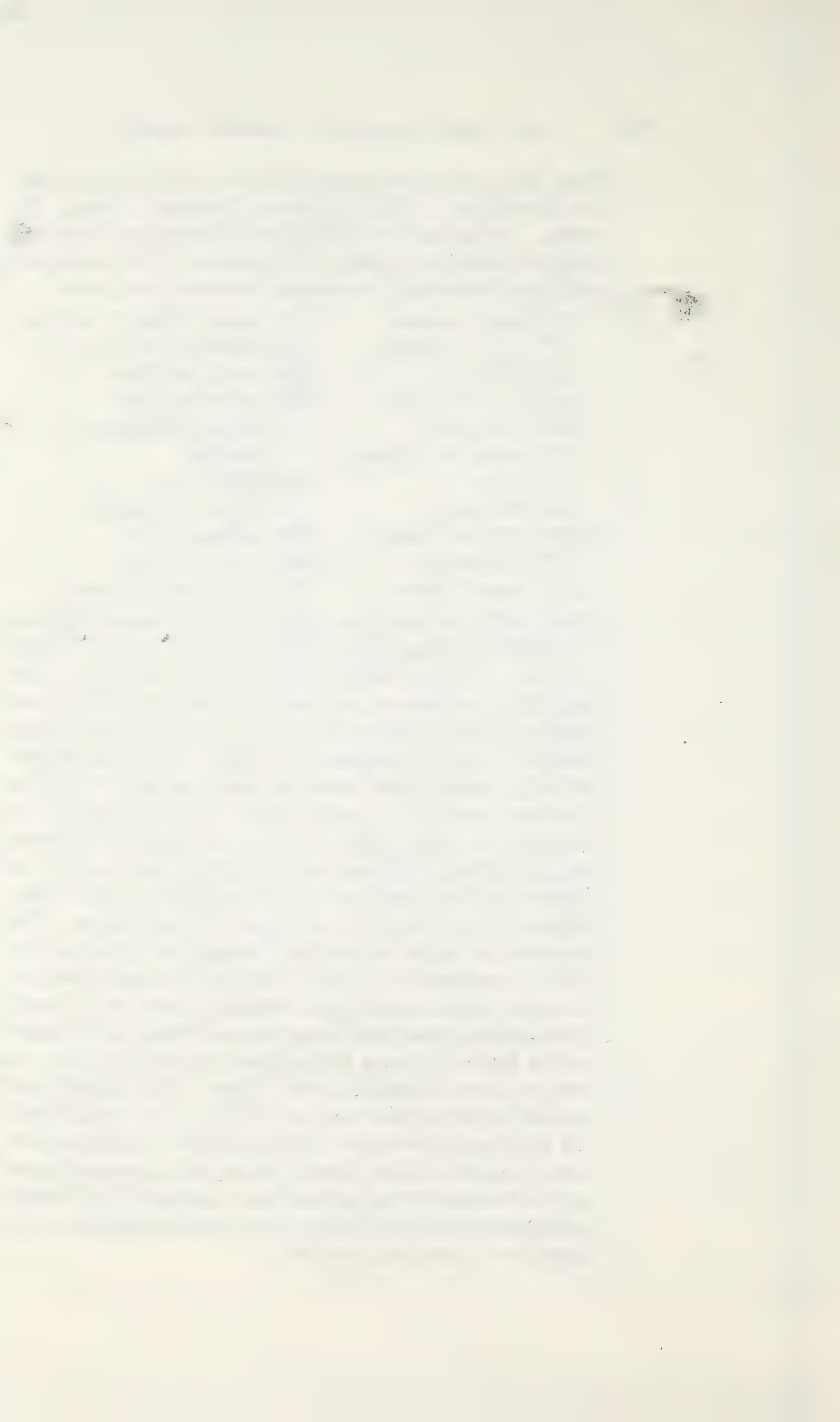
January 22, 1793, Ship *Henry*, Jacob Crowninshield.
India.

November 12, 1794 from Calcutta via Cowes, Isle of Wight.

The *Henry* was reported at Cape of Good Hope late in December, 1793. (*Salem Gazette*, March 18, 1794.) She reached the Isle of France and was embargoed there from May to November, 1793 where she sold the following interesting outward cargo:—

20 hhds tobacco	90 boxes Malaga raisins
7 " Codfish	10 hhds packed bacon
325 Bbls Pork	108 men's saddles
159 1/2 bbls pork	398 pairs of shoes
397 bbls flour	11 boxes of bayberry
23 crates of Queen's	candles
Ware	136 boats' oars
24 bbls tar	8 pipes of brandy
2907 ft pine boards	300 cannon shot
217 ft planks	2307 bars of iron.
101 cases Geneva	10,000 dollars. (specie)

She finally got away from the Isle of France, and was at Madras January 19, 1794, and at Calcutta February 13. (Derby MSS; Ship Papers, XXII.) She left Calcutta homeward bound March 29, 1794, and touched at St. Helena on July 3. She reached Cowes, Isle of Wight, by September, 1794. It is not apparent why she stopped there but she was held up by the Customs people for some reason. It is possible the trouble was over either French or English property which Captain Silsbee had brought from the Isle of France on the *Benjamin* (see voyage 46) and transferred to the *Henry* at the Cape of Good Hope. The captain had a lot of trouble freeing her (*Salem Gazette*, November 18, 1794), and was very much provoked at the slight help he got from the American Consul. It was stated that the *Henry* was a French ship bought at the Isle of France before the war and had been at two or three English ports since. The Consul had queried whether she was entitled to American Registry but the captain was released by the British authorities. In the Indian Ocean the captain reported most of the "country" ships had been captured by French privateers which left the port to port carrying trade largely to American traders.



Some of her importations were advertised as unclaimed at the Salem Custom House January 27, 1795, but most of her cargo was 338,378 lbs. of sugar for Philip Cramond & Co. with comparatively small values for E. H. Derby and the captain. All except the sugar is listed as merchandise. The duties were \$16,795.

The settlement of a difference of opinion between the captain and the owner is interestingly illustrated in the following brief letters.

Salem, March, 1795

Sir:

Capt. Jacob Crowninshield and myself think somewhat different from each other in the settlement of our accounts. . . . we each of us wish to settle in friendship, and to avoid a reference on the business and therefore to do that we request you to just give your opinion on the following questions¹ without either of us saying a word on the Business, and if you have a doubt in your mind on either of them then ask the opinion of any Person that you think proper. . . . you will mention your opinion in riting against each question.

Your compliance in this request will oblige both your Friends. . . . as. . . .

E. H. D.

J. C.

To—

We, the within named referees have met and after having (hearing) the parties have agreed and award that there is due from E. H. Derby, Esq. to Captain Jacob Crowninshield One Hundred and Eighty One Dollars and Two Cents—as—

Salem, 28th March, 1795. We also determine that said Jacob is intitled to one tenth of the neat stock brought home in the Ship Henry under his command and that he is also intitled to what may be recovered in Calcutta while the ship was owned by Ullman and Thompson for his wages and one tenth of what may be recovered for Mr. Derby as owner together with

¹ No questions are to be found with the letter now.

what be recovered for said Crowninshield's private account.

(Signed)

W. Gray)	
W. Orne)	Referees.
J. Norris)	

Derby's demand was \$500.

G. C. has received of E. H. D., Jun.)	Dolls.	Cts.
Agent for his Father, E. H. D.)	181	— 2

Salem, 2nd May, 1795.

Gentlemen:

The referees between Elias H. Derby, Esq. and Jacob Crowninshield, did include all the demands which said Crowninshield made against said Derby, in their award, except the Cargo of Merchandise brought home in the ship Henry as Cargo for the Owners, one tenth of which we awarded to said Crowninshield; now it appears, the whole of said Cargo (except one Bale of Chintz, and one Bale of Ginghams) has been delivered Mr. B. Pickman, jun. and Mr. Edw'd Goold, for sale, with orders to account with said Crowninshield for his tenth part; In our opinion there is due from said Derby to said Crowninshield Fifty Nine Dollars, Fifty Nine Cents for one tenth part of said Calicoes and Ginghams, which were sold by said Derby and that is all which is due from said Derby to said Crowninshield.

To

Mr. E. H. Derby, Jr. Agent for his Father)
and

Capt. George Crowninshield for his Son)

Wm. Gray)	
Wm. Orne)	Referees.
Jn. Norris)	

48.

January 29, 1793, Snow *Vigilant*, John Murphy. Isle of France.

August 28, 1794 from Russia.

This was an interesting voyage conducted for Simon Forrester and was a typical Yankee trading expedition. She arrived at the Isle of France June 13

and landed rum, lumber, cordage, beef, pork, and saddles as the chief items and took on sugar, coffee and indigo. She was held till December 11 by the embargo and reached Ostend April 4, 1794. There she landed most of her cargo, took on some lamp-black and miscellaneous items but little in all, and went to Cronstad in Russia. There she loaded, in fifteen days, some 3000 bars of iron, 60 bales of hemp, 750 pieces of sail cloth, coils of rope and heavy cable, raven's duck and looking glass and left for home, June 14, 1794. (*Log Book* at Essex Institute.) She seems to have had no adventures or at least the keeper of the log was not inclined to be effusive if she had. Her duties on entry were only \$1586 and Simon Forrester owned the entire cargo.

49.

April 16, 1793, Schooner *Polly & Sally*, George Crowninshield, jr. India.

May 27, 1794 from Calcutta.

There seem to be no reports of this voyage except that she left Calcutta bound for home in December, 1793. She was a schooner of only 67 tons owned by George Crowninshield, sr. but she brought 68,000 lbs. of sugar, 13,500 lbs. of pepper and 1500 lbs. of coffee to Richard Crowninshield.

50.

October 1, 1793, Brig *Hope*, Samuel Lambert. Cape of Good Hope.

May 12, 1794 from Cape of Good Hope.

This was simply the Brig *Hope's* regular annual voyage. There was merchandise for Ashton and Lambert and some 110,000 lbs. of coffee, 20,000 lbs. of pepper and some indigo for various Derbys. This was the cargo of the *Benjamin* (see voyage 46.) The duties were about \$7200.

51.

October 22, 1793, Brig *Peggy*, John Edwards, jr. Batavia.

May 26, 1795 from Isle of France.

This was a vessel of 160 tons which had been changed from a ship to a brigantine and later to a snow so it

is hard to trace her voyages. She was in 1793 apparently owned by E. H. Derby. There are no reports where she touched but she was undoubtedly caught in one of the embargoes at the Isle of France. She brought 7758 lbs. of pepper, 123,685 lbs. of sugar and 7077 lbs. of indigo to John Fiske. 6312 lbs. of indigo and 15,293 lbs. of cotton to T. Russell. The duties were \$8254.

52.

November 12, 1793, Ship *Washington*, Benjamin Webb. India.

July 11, 1795 from Calcutta via Philadelphia.

This was a large new ship just built at Portland, Maine for General John Fiske. Word reached Salem June 30, (*Salem Gazette*, June 30, 1795) that she had arrived in Philadelphia. She seems to have spent a good while on the voyage and may have been caught in some embargo.

On July 11 she entered at Salem \$28,170 worth of merchandise and 170,924 lbs. of sugar to John Fiske. The duties were \$5418.

53.

August 19, 1794, Brig *Rose*, John Felt. Ceylon.

July 28, 1795 from Isle of France.

There is no report of any incidents of this voyage. It is not clear whether this was E. H. Derby's famous brig *Rose* or another. In the Derby MSS (Vol. XXXIII) there is an invoice of goods shipped to Ceylon and various expense accounts. The ship registers have overlooked the fact that Salem ever had a *Rose* which was Mr. Derby's training ship for young captains. This trip she brought 15,000 lbs. of tea, 3500 lbs. of coffee, 7500 lbs. of indigo and 8000 lbs. of cotton to Mr. Derby. The duties were \$5358.

54.

September 10, 1794, Ship *Benjamin*, Nathaniel Silsbee. Amsterdam.

November 3, 1795 from Isle of Bourbon.

This was one of the first voyages to the East via

Europe. The captain found that he could not sell his cargo at Amsterdam so went on to Hamburg where he could and took another for India. He added some wine at Madeira and sold his entire cargo at the Isle of France for excellent prices and loaded the *Benjamin* with coffee and other products and sent her back to Salem under the mate, Richard Gardner. He himself bought a fine 400 ton teakwood ship, just sold as a prize, very cheap, loaded her also with coffee and cotton and started for home with a mongrel scratch crew enlisted at the Isle of France. His brother William 15 years old was his only companion from home. He fought and drove off a privateer only a few days from home and reached Boston two days after the *Benjamin* reached Salem. (N. Silsbee: *Biographical Notes*, E. I. H. C. XXXV, 9-11.) (See also Peabody: *Merchant Venturers*, 101.) but she entered Portsmouth first 108 days from the Isle of France. (*Salem Gazette*, November 10, 1795.) The cargo of the *Benjamin* was valuable. There were 159,422 lbs. of coffee, 5862 lbs. Souchong tea, 3975 lbs. Hyson tea, 2726 lbs. indigo, 3196 lbs. cotton and \$5495 worth of merchandise all to E. H. Derby and small amounts to Richard Gardner and others. Her duties were \$12,428. The ship Captain Silsbee bought entered at Boston and is not countered as a Salem voyage.

55.

Nov. (?), 1794, Brig *Hope*, Samuel Lambert.

July 28, 1795 from Cape of Good Hope.

Captain Lambert's departure seems to have been overlooked by the papers. He was reported at the Cape, April 16, 1795 (*Salem Gazette*, June 30, 1795) perhaps by Captain Webb of the *Washington*, but he must have left very soon for he arrived in Salem in 97 days from the Cape (*Salem Gazette*, July 28, 1795).

The *Hope* brought wine, brandy and merchandise to Jacob Ashton and Samuel Lambert. The duties were \$2842.

56.

November 11 - Dec. 2, 1794, Snow *Peggy*, Joseph Ropes.
Madeira and India.

(All sailings from November 11 to December 2
are given together so exact dates cannot be
given.)

April 18, 1796 from India.

This was a Derby vessel now converted to a snow (see
No. 51 above) and took the route often followed to
Madeira to load wines for India to complete her cargo.
She brought home 177,000 lbs. of coffee, 23,000
lbs. of pepper, and 3,575 lbs. of indigo, almost all
to E. H. Derby. Her duties were \$12,703.

57.

November 21, 1794, Schooner *Mary*, James Very. Cape
of Good Hope.

This vessel was owned by Jacob Ashton as was the
brigantine *Hope* which Captain Lambert took to the
Cape of Good Hope so regularly that successful voy-
ages can be inferred. It was very different with the
Mary. Captain Very was caught in the currents off
Brazil and finally returned home May 5, 1795 with-
out touching at any port. The vessel was a bad sailer
(Bentley: Diary, ii, 135) and only 93 tons.

She was built in Scarborough and registered in Salem
on November 17, 1794.

58.

November 25, 1794, Ship *Belisarius*, G. Crowninshield,
jr. India.

July 28, 1795, from the Isle of France.

This was a brand new ship of 260 tons just launched
by Enos Briggs for George Crowninshield and Sons,
and proved to be a wonderfully swift and serviceable
sailer. She was reported on March 12 as already
bound around the Cape. Homeward bound she left
the Isle of France May 18 and St. Helena June 20.
She made the whole voyage in seven and a half
months and came from the Isle of France in seventy
days. Ten days out of St. Helena she was held up
by the British Sloop of War *Hornet* and a British
sailor taken off. (*Salem Gazette*, July 28, 1795.)

The *Belisarius* brought 220,000 lbs. of coffee, 7,700 lbs. of green tea, 5,900 lbs. of indigo and 1,100 lbs. of cotton, all to George Crowninshield and Co. Duties were \$14,323.

59.

November 25, - December 2, 1794, Ship *William and Henry*, John Beckford. India.

This was the brig of 166 tons owned by William Gray, jr. earlier commanded by Benjamin Hodges and does not seem to have returned to Salem. Another ship *William and Henry* built in 1796 was registered by William Gray, jr. in that year which took her place.

60.

December 23, 1794, Ketch *Eliza*, Stephen Phillips. East Indies.

October 7, 1795 from Calcutta.

This was a new model of 184 tons just built by Enos Briggs for Mr. Elias Hasket Derby and was reported to be a very fast vessel. The captain had already taken her to Spain and France and now he was off for the long trail to Calcutta. He had been there before in the *Atlantic*. By him Dr. Bentley sent letters to Benjamin Joy of Newburyport and the Doctor observes "there were many to observe her as she went to sea." (Bentley's Diary, ii, 117.) The *Eliza* reached Calcutta in May, 1795, loaded with 240,000 lbs. of sugar and \$10,000 worth of miscellaneous merchandise and started for Salem. She arrived home in nine months and sixteen days. The duties were \$7077 and of that Mr. Derby paid \$6426.

61.

———— Ship ————— Richard Crowninshield.

In a letter from Richard Crowninshield to his brother from Sandheads at the mouth of the Hoogli he reports himself fully loaded and homeward bound March 25, 1795. No other record of this voyage has been found and the brother's letters speak of Richard's ill fortune so he may have been shipwrecked. It is queried whether this was the *Minerva* burned in the Thames in June, 1795.

62.

April 1, 1795, Ship *Henry*, Henry Prince. India.

January 19, 1796 from Isle of France.

Mr. Derby and Capt. Jacob Crowninshield had had a difference of opinion which had to be settled by referees, (see 47 the last voyage of the *Henry*) and perhaps that is why Capt. Prince took her on this voyage. (Derby MSS, Vol. XXII, *Ship Papers*.) Her outward cargo included 339 casks of wine, 56 pipes of brandy, 30 boxes of soap, 99 kegs of lard, 328 kegs of butter, 27 hhds. of fish, 99 bbls. of beef, 75 half bbls. of pork, 166 cheeses, 839 lbs. refuse salt, 1500 dollars and crowns, all of which totaled £2,013,996, presumably intended for French livres at about five to the dollar as the 1500 dollars and crowns equalled £71,369. (op. cit.)

On September, 1795 the *Henry* was at St. Denis, Isle of Bourbon and took over 1800 bales of coffee from N. Silsbee of the *Benjamin* worth 594,000 livres and brought cargo of her own worth 1,358,486 livres (op. cit. *Ship Henry Account*.)

She brought 3980 lbs. of indigo, 3175 lbs. of coffee to Henry Prince & Co. and 11,968 lbs. of coffee for E. H. Derby, but her duties only amounted to \$1871.

63.

1795, Brig *Friendship*, George Hodges.

March 1, 1796 from Calcutta via New York.

This was a vessel of 128 tons built by Enos Briggs in Salem for Benjamin Hodges and Ichabod Nichols and launched November 11, 1794 and registered December 24, 1794. She must have cleared for India early in 1795 but no mention is made of it in the papers. On her return she must have left most of her bulky cargo at New York for she only entered at Salem \$15,000 worth of merchandise, mostly the captain's venture.

64.

Bought at the Isle of France, Ship *America*, Jacob Crowninshield. Bengal.

Probably sailed about March 26, 1795.

Probably arrived at New York April 18, 1796 from Bengal (*Salem Gazette*, May 3, 1796).

Said to have reached Salem October 30, 1796 (*Salem Ship Registers*, all dates in the ship registers are a year late, see also Leavitt's: *Ship Building*, Essex Institute Historical Collections, VII, 207).

This was the second ship *America* owned by E. H. Derby and is not shown as registered in Salem by the *Ship Registers of Salem*. Jacob Crowninshield bought this vessel at the Isle of France for Mr. Derby and went on to Bengal September 17, 1795. On his way back he left Port Louis on January 11, 1796 for New York. (*Salem Gazette*, May 3, 1796.) The ship was probably registered in Boston for Captain Crowninshield refers to her (*Salem Gazette*, May 18, 1796) as the ship *America* of Boston and was soon purchased by the Crowninshields from Mr. Derby for \$9000.

She brought the first elephant ever seen in America which arrived in perfect condition and made a tour of the country.

Among the Crowninshield Papers at the Essex Institute, there is a letter dated Isle of France, September 16, 1795, from Jacob and Benjamin Crowninshield (but written by Benjamin) to their brothers George and John which says, "We sail tomorrow for India, Jacob in the new *America* and myself in the old *Henry* that was." The letters about these voyages are very interesting. How Jacob and Benjamin got out to the Isle of France is not clear. What "the old Henry that was" alludes to is also uncertain unless to the ship which Henry Prince now commanded and Benjamin was going as a passenger. That vessel was there at the time. These Crowninshield letters are newsy in the extreme but very confusing to one not as familiar with the facts as they were.

65.

April 7, 1795. Ship *John*, Benjamin Davidson (or Davison). India.

April 18, 1796 from Calcutta, Jonathan Moulton, master.

This was a new ship just built for William Gray, jr. in Salisbury. She brought home 215,000 lbs. of sugar, 31,581 lbs. of pepper, and some \$60,000 worth of merchandise. It all belonged to William Gray, jr. except a little to the captain and to William Ward.

66.

May 26, 1795. Brig *Hind*, Jonathan Hodges. Madeira and India.

August 16, 1796 from Calcutta.

This was a new vessel of 136 tons just built for Joseph White and William Orne by Ebenezer Mann at Frye's Mills in Salem and did the usual voyage to Calcutta and back. Captain Hodges reported he was boarded by several ships of war both French and English "and by them all was treated extremely polite," especially by a British ship off the Cape of Good Hope, (*Salem Gazette*, Aug. 19, 1796). The *Hind* seems to have entered nothing but a little (\$2500 worth) merchandise which seems impossible. She must either have landed her cargo at New York or some other port or carried it on to Europe.

67.

June 16, 1795. Ketch *John*, John Derby, jr. India.

August 12, 1796 from Isle of Bourbon.

A new vessel of 258 tons just built by Enos Briggs for Mr. Derby (Bentley: Diary, ii, 134). She was reported in the Calcutta paper January 31, 1796 as having arrived at that port from the Isle of France and Tranquebar on January 1. She is also reported at Madras (*East India Co. Papers, Marine Miscel.*, 547), so she evidently coasted along the Coromandel coast. Her homeward cargo was \$16,000 worth of merchandise, 1,294 lbs. of pepper and a little coffee to E. H. Derby and John Derby.

68.

September 15, 1795. Brig *Hope*, Joseph(?) Orne. Batavia.

August 2, 1796 from Batavia.

The departure and arrival of this vessel are recorded

in the papers but she is not entered in the Custom House impost book.

The *Hopes* are rather confusing. Between June 28 and August 2 three brigs of that name arrived in Salem. The brig owned chiefly by Jacob Ashton and commanded by Samuel Lambert just in from the Isle of France, the brig *Hope*, Captain James Very, a West India trader which arrived July 15 from Jacquemel, and this brig *Hope* commanded by Orne. All these were sailing at once and all these *Hopes* sailed by Salem men are obviously Salem ships.

69.

September 15, 1795. Schooner *Ruth*, Jonathan Lambert, jr. Cape of Good Hope.

August 5, 1796 from the Cape of Good Hope.

This seems to have been just a voyage to the Cape and back. The *Ruth* was at the Cape March 19, 1796 but the date of arrival and departure is not recorded. This vessel was a very small schooner of 63 tons owned by Jacob Ashton and Jonathan Lambert. She brought \$5508 worth of merchandise and 728 gallons of wine to the owners.

70.

October 1 (?), 1795. Schooner *Patty*, Edward West.

October 7, 1796 from Batavia.

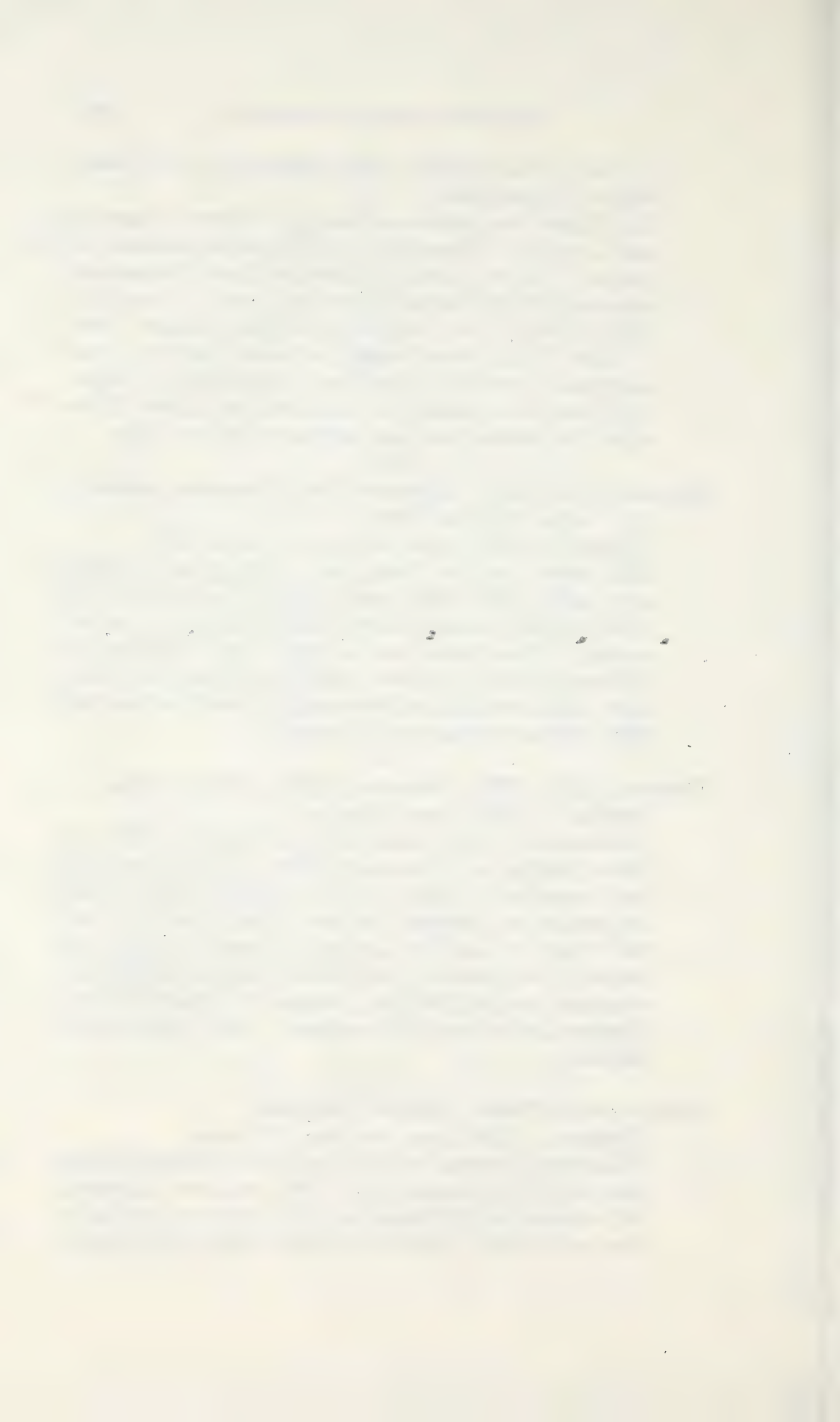
A schooner of 111 tons built in Salem in 1794 by Enos Briggs for Nathaniel West. The paper does not record her sailing but she probably sailed about September or October for she arrived from her initial voyage to the West Indies in August. She is not reported *en route* but she landed about 93,000 lbs. of pepper and 45,000 lbs. of sugar to Nathaniel West, George Dodge and the captain. Her duties were \$7,745.

71.

Brig *Georgia Packet*, Thomas Chipman.

October 1, 1796 from the Isle of France.

This vessel, owned by Mr. Derby and stated to have been built in Duxbury in 1792, was not registered till she arrived in Salem on this voyage, so probably she was bought abroad and sent home with cargo,



or she might have been bought in some southern port. All that was entered on the Custom House records when she returned was six boxes of plants for Mr. Derby.

72.

October, 1795. Bark *Enterprise*, Richard Cleveland. Isle of Bourbon.

October 7, 1796 from the Isle of Bourbon.

This was a bark of 164 tons which had been changed from a brig and was later a ship. She was loaded for this voyage in New York and Boston and cleared from Boston in October, 1795 so is not on the Salem records. She belonged to E. H. Derby, jr. (Cleveland: *Voyages and Enterprises of Sons of New England*, 38, 40). Her homeward cargo was 60,000 lbs. of cotton, 50,000 lbs. of coffee mostly to E. H. Derby, jr. and B. H. Pickman, jr. and the captain. Her duties were \$4,326.

73.

October 6, 1795. Brig *Hope*, Samuel Lambert. Cape of Good Hope.

June 23, 1796 from Isle of France.

Captain Lambert seems to have extended his annual voyage to the Isle of France. He left the Isle of France March 31 and stopped at Ascension probably for water (*Salem Gazette*, June 7 and June 24, 1796). The *Hope* brought 54,000 lbs. of coffee and 19,000 lbs. of pepper to Ashton and Lambert and quite a lot of it was damaged, so she must have had trouble of some sort. Her duties were only \$3642.

74.

October 6, 1795. Brig *Sally*, Benjamin Webb, jr. Batavia.

September 9, 1796 from Batavia.

This was the vessel previously owned by John Fisk but recently registered to Thomas Saunders, Joseph Peabody and others. She is not reported anywhere en route, but she brought a good cargo; 168,841 lbs. of pepper, 97,567 lbs. of sugar and a few spices to Thomas Saunders & Co.; 11,740 lbs. of pepper, 1000

lbs. of tea, etc. to Benjamin Webb, jr., the captain, and paid \$12,904 in duties.

75.

November 17, 1795. Schooner *Rajah*, Jonathan Carnes. India.

July 24, 1797 reported off Sandy Hook, New York. This was the famous pepper voyage of the Peeles which started the very profitable Sumatra trade that brought great wealth to the city. She was a new vessel of 160 tons just built for Jonathan and Willard Peele and Ebenezer Bickford. Her outward cargo was two pipes of brandy, 58 cases of gin, 12 tons of iron, 2 hogsheads of tobacco and 2 boxes of salmon. She was reported at the Cape of Good Hope March 19, 1796. (*Salem Gazette*, May 31, 1796)

A letter appeared in the *Gazette* July 21, 1797, reporting that a Salem Indiaman lying off Sandy Hook had been attacked by ten or twelve Frenchmen who were beaten off. Four days later this was denied and the basis of the story was said to be that Captain Carnes was attacked by a French privateer off the coast of Sumatra under the delusion that the *Rajah* was a British vessel. Before the mistake was discovered a French officer was killed and a seaman on the *Rajah* lost his hand. Then profound apologies were made on both sides and the French retired. The French were taking pains not to disturb Americans in the Eastern Seas just then. The entry of the *Rajah* in Salem is not recorded in the papers but she is credited with having brought the first cargo of pepper in bulk and having made 700% profit.

76

November 24, 1795. Ship *Belisarius*, George Crowninshield, jr. East Indies.

September 6, 1796 from the Isle of France.

The letter of instructions at the Peabody Museum gives George, George, jr., and John Crowninshield as owners and George, jr. and John both as masters. She was ordered to Calcutta.

She was at the Isle of Bourbon March 31 (*Salem Gazette*, June 24, 1796) but was either delayed or

made a slow voyage home for this very fast ship. She did not go beyond the Isle of France so far as reported. Her cargo was about 140,000 lbs. of coffee, 3,800 lbs. of sugar, 550 lbs. of indigo and a little miscellaneous stuff. Her duties were only \$4,000 paid by various owners, mostly by John Crowninshield.

77.

November 24, 1795. Ketch *Eliza*, Stephen Phillips. East Indies.

September 27, 1796 from Calcutta.

The *Eliza* had only been in port from Calcutta about seven weeks when she was sent back, which goes to show that these voyages must have been very profitable. The captain had reached Calcutta and was auctioning off his cargo in May, 1796 and by June 10 was off again for Salem, returning in 116 days. Even when the swift *Belisarius* went to Calcutta, she did little better. The cargo was \$35,700 worth of merchandise, 139,000 lbs. of various sugars to Elias H. Derby; 2,000 lbs. of sugar and \$2,000 worth of merchandise to the captain. Her duties were \$6,471.

78.

December 1, 1795. Bark *Vigilant*, John Murphy. India.

February 17, 1797 from Batavia and the Cape of Good Hope.

The *Vigilant* belonged to Simon Forrester. She had reached the Cape of Good Hope by March 19, 1796, and left there on the way home November 2, 1796. On his way home he succored the Salem schooner *Maria*, Captain Ashby, which had suffered severe storms on her way back from Surinam. The *Vigilant* brought about 180,000 lbs. of sugar, 245,000 lbs. of coffee, most of it for Simon Forrester, and 2,208 lbs. of indigo for Nicholas Thiery, whoever he was.

79.

December 1, 1795. Schooner *Sally*, John Thissel. India. January 20, 1797 from the Isle of France.

The *Sally* was a new schooner of 125 tons owned by a group of Beverly men, headed by Benjamin Lov-

ett. On June 21, 1796 (*Salem Gazette*) she was reported spoken 120 days out of Salem for the Isle of France, probably by Captain Lambert of the brig *Hope*. On December 30, 1796, she was reported as at the Isle of France early in September but embargoed. When she reached Beverly, about January 20, she was reported as "lately commanded by Captain Thissel" which implies the captain may have died en route; and she only entered seven lbs. of indigo and a few dollars' worth of merchandise. The Custom House record says "John Thissel" as master.

80.

December 8, 1795. Brig *Fairy*, Samuel Cabot. India. November 29, 1796 from Bencoolen, Sumatra. This was also a new Beverly vessel owned by Israel Thorndike, Joseph Lee and Moses Brown. (K. W. Porter: *Jacksons and Lees*, 449.) It was her only voyage to the East from the Salem District for she was sold next year to Marblehead. She came back loaded with 158,807 lbs. of pepper and some nutmeg for Israel Thorndike & Co., and entered as "Joshua Foster, Master."

81.

December 12, 1795. Ketch *Brothers*, Felt. India. This was a new ketch of 148 tons belonging to Mr. Derby and his family, just built by Enos Briggs. She was reported embargoed at the Isle of France on her way home (*Salem Gazette*, December 30, 1796) to prevent news of a naval expedition being prepared there from leaking out. (*Salem Gazette*, January 3, 1797.) She probably reached Salem early in the spring of 1797, though not recorded in the newspapers, for she sailed for Bordeaux under Captain Felt about June 23, 1797.

82.

December 29, 1795. Brig *Rose*, Benjamin Bullock. India. The *Rose* was an old Derby ship that had usually gone to the West Indies or Spain. There is no report of her voyage and Captain Bullock took out the

Henry to Bordeaux early in 1797. Probably the *Rose* was sold abroad. (See voyage 53.)

83.

January 12, 1796. Brig *Cadet*, Charles Derby. India.
February 17, 1797 from Muscat and the Cape of Good Hope.

She arrived at the Isle of France in due season, but was held by an embargo till August 7 when she evidently sailed for Muscat instead of India and on her way back touched at the Cape of Good Hope instead of the Isle of France to avoid another embargo. The master was also half-owner of the vessel, so probably wrote his own instructions as he went along. She only brought 1920 lbs. of coffee and a little merchandise, so it could not have been a very successful voyage unless she did a lot of trading en route.

This may have been the brig *Cadet* of voyage 12 above.

84.

January 19, 1796. Brig *Pilgrim*, Nehemiah Andrews. India.

September 6, 1797 from Isle of France and Batavia. This was primarily a Beverly venture. The brig was owned by Israel Thorndike, George Dodge, Nathaniel West and Benjamin Pickman. Captain Andrews arrived 139 days out from the Isle of France having been boarded by a French cruiser which let him pass and the British ship of war *Assistance* whose captain was most polite. (Salem Gazette, September 8, 1797.)

The cargo was 6082 lbs. pepper and 202,750 lbs. of coffee to Benjamin Pickman, jr. and 3721 lbs. of coffee and 456 lbs. of indigo to the captain. There was also merchandise worth \$8600. The duties were \$11,082.

85.

January 26, 1796. Ship *Benjamin*, Richard Gardner. Madeira and Madras.

May 26, 1797 from Calcutta and Cape of Good Hope.

This was the Derby ship formerly commanded by Nathaniel Silsbee. She was held by the same embargo as the *Cadet* and the *Betsey* at the Isle of France till August 7. The British East India Co. Papers (*Marine Miscel.* 547) report her at Madras from Trincomali, Ceylon, September 14, 1796 and bound for Bengal. She was at Calcutta, October 29 and due to sail in about 40 days. She was reported at Table Bay in company with the bark *Essex* of Salem. (*Salem Gazette*, May 9, 1797.) It was while the *Benjamin* was in India that the Jay treaty prohibiting American vessels from trading between ports in India was published. The captain and Mr. Derby owned the whole cargo which was 115,000 lbs. of sugar, 3130 lbs. of soap and a little merchandise, with duties of \$2289.

86.

January 25, 1796. Bark *Essex*, John Ropes. Canton.

May 16, 1797 from Calcutta via Cape of Good Hope. This vessel was owned by William Orne, but was not the ship *Essex* afterwards captured by the Arabs at Mocha. She sighted Java June 16th, but did not anchor till July 4. She was at Madras August 19, 1796, apparently direct from Salem (*British East India Co. Papers, Marine Miscel.* 547) and left for Bengal September 3. On October 9 she was at Calcutta and expected to sail in about six weeks. (*Salem Gazette*, March 10, 1797). She was reported by the ship *Diana* of New York, which arrived late in April, as at Table Bay and reached Salem soon after. (*Salem Gazette*, May 9, 1797.) Obviously she could not have gone to Canton. A few weeks before she arrived in Salem, she was held up by a French privateer, but released as the privateer had not enough men to man her. (*Salem Gazette*, May 16, 1797.) She brought about \$25,000 worth of merchandise and 251,784 lbs. of sugar to William Orne and little else. She paid \$6,905 in duties. There is a log as far as Java Head at the Essex Institute, but it contains little beyond the working of the ship.

87.

February 26, 1796. Ship *Betsey*, Nathaniel Silsbee. Madeira and India.

July 25, 1797, from Madras.

This was a new ship chiefly owned by Daniel Pierce, but of which the captain owned a quarter and it was Captain Silsbee's first venture after leaving the employ of Mr. Derby. He went first to Madeira, where he loaded a quantity of wine, then to the Isle of France. The *Betsey* could not have been long delayed by the embargo there and left August 7 for Madras, where she arrived September 8. She then ran across to Penang in the Straits Settlements and up to Calcutta, where most of her homeward cargo was obtained. (Silsbee: *Biographical Notes*, Essex Institute Historical Collections, XXXV, 12.) Then the captain went to Madras to sell some wine he had left there and grew very angry over the impressment of Edward Hulen, one of his Salem seamen, by the captain of a British frigate. Hulen was forced to serve several years in the British navy. (Letter in the *Salem Gazette*, July 28, 1797.) There were many consignees of this cargo, but of 220,000 lbs. of sugar, 25,000 lbs. of pepper and \$37,500 worth of merchandise, Nathaniel Silsbee paid \$7,245 out of duties of \$10,750.

88.

March, 1796. Brig *Katy*, Job Trask.

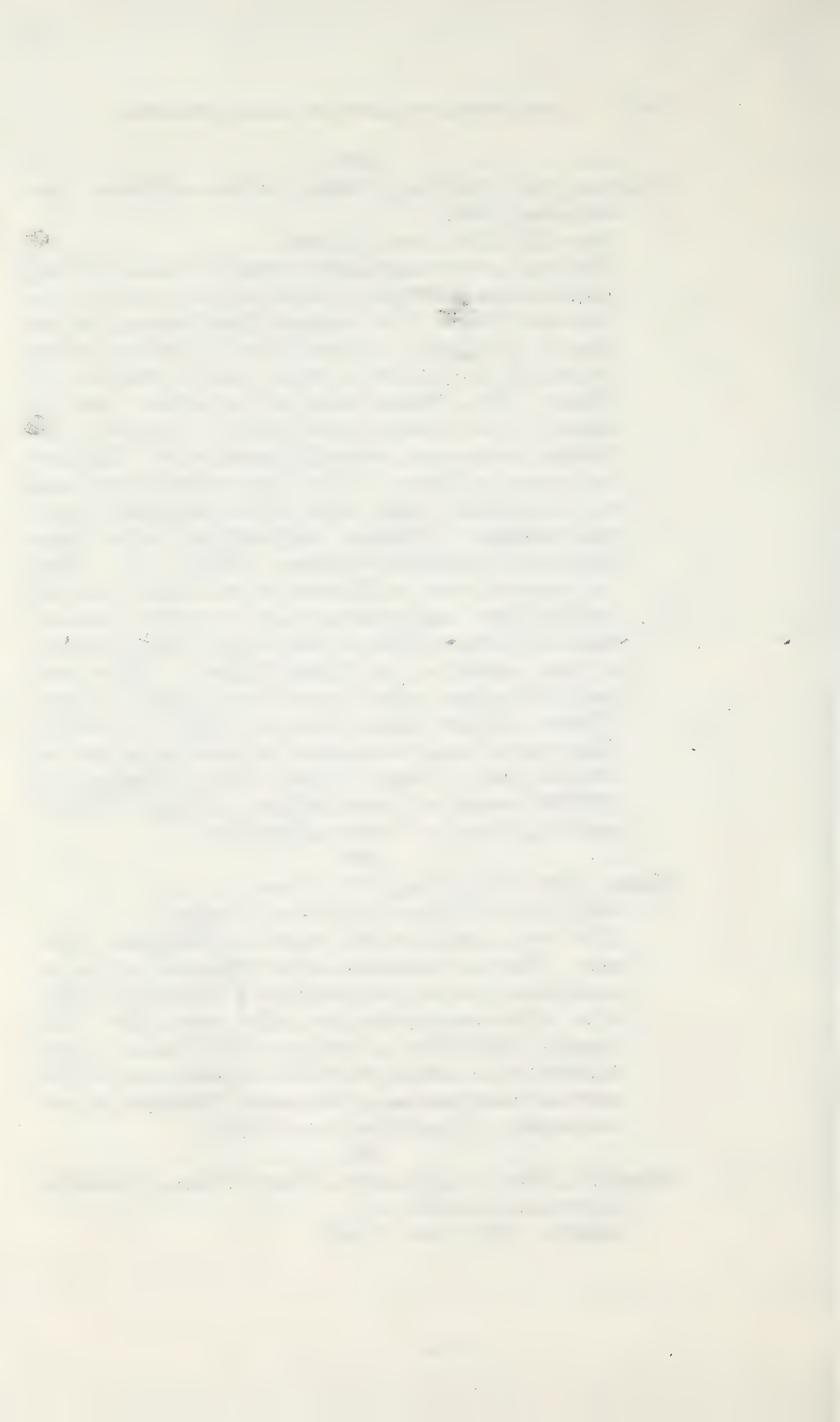
July 25, 1797 from the Isle of France.

This was a small vessel owned by Benjamin Pickman. There is no notice of her clearance in the papers, but as she was registered on February 24, 1796, it is a fair assumption she sailed soon after. She brought 94,000 lbs. of coffee, 47,000 lbs. of sugar, 13,000 lbs. of cotton, 1684 lbs. of indigo and \$5750 worth of merchandise to Benjamin Pickman, jr. and the captain. The duties were \$7,084.

89.

March 27, 1796. Ship *Astrea*, Henry Prince. Madeira, Lisbon and Manila.

May 26, 1797 from Manila.



This was a very famous voyage of Mr. Derby's second *Astrea* on board of which Nathaniel Bowditch, the famous navigator, kept a most interesting log now in the Boston Public Library. She went to Lisbon, took on a large quantity of wine and Spanish dollars and then to Funchal in Madeira for more wine. She left Madeira May 17, passed Java Head September 7 and picked her way through the Java Sea and the South China Sea to Manila. On October 3 she arrived at Cavite and the next day dropped anchor at Manila. She is claimed to have been the first American ship at Manila. During the voyage Bowditch taught every member of the crew the art of navigation and all eventually became captains or mates.

The wine sold poorly but he got good prices for the goods brought from Salem. He concluded, however, that dollars were the best cargo to bring. He bought sugar, indigo and some very fine molasses, as well as the pepper cargo of a Malay proa which arrived in port.

The *Astrea* stayed two months in Manila and Bowditch gives a valuable description of the port. She sailed December 10, 1796 and reached Salem in 163 days. (Peabody: *Merchant Venturers*, 115-119. Paine: *Ships and Sailors of Old Salem*, 410-413.)

The *Astrea* brought a tremendous cargo all consigned to Elias H. Derby, Henry Prince, Samuel and John Derby, but eleven-twelfths of it belonged to the first mentioned. There were 736,000 lbs. of sugar, 63,700 lbs. of pepper, and over 40,000 lbs. of indigo. This is one of the largest shipments of indigo ever brought to Salem and paid dues of nearly \$7,800, which at 25% would indicate a value of \$31,200. The total duties on the ship were \$24,020. This was reported to have been the most profitable voyage up to this time from Salem. (Bentley: *Diary*, ii, 225.)

(*To be continued*)

THE FOUNDING OF THE MEMORIAL HALL LIBRARY, ANDOVER.

BY MARY BYERS SMITH.

“On the 18th of April 1861,—six days after the bombardment of Fort Sumter, and three days after the proclamation of President Lincoln calling for 75,000 Volunteers,a meetingwas held in the Hall at Frye Villageto see what could be done towards organizing a company of some sort, for the purpose of becoming familiar with military drill.”¹

John Dove was chosen chairman and John Smith headed the list of those making “remarks.” What those remarks were, it is not difficult to imagine. For many years he had been thinking and talking about little else. He had always held a radical and uncompromising position on the freedom of the slaves. Twenty one years before in 1840, he had gone through the unhappy experience of an open quarrel with his pastor over what Mr. Jackson called the “Anti-Slavery Fuss.” He had stayed away from church for three months and had then voluntarily “repented,” finding himself, at a meeting in Boston, in the wrong camp and temporarily bewildered by violence over forms of freedom from which his conservatism recoiled. A short time after his return, Mr. Jackson preached for three hours one morning on the ideal aspects of human freedom and, in the afternoon, spoke on practical questions affecting the Southern States. He wrote to his father that he felt well pleased with his handling of the difficult topic. But he adds in a postscript: “Deacon Smith has been over to see me and talked the whole forenoon. He thinks I preached good abolition in the morning and in the afternoon upset it all.”²

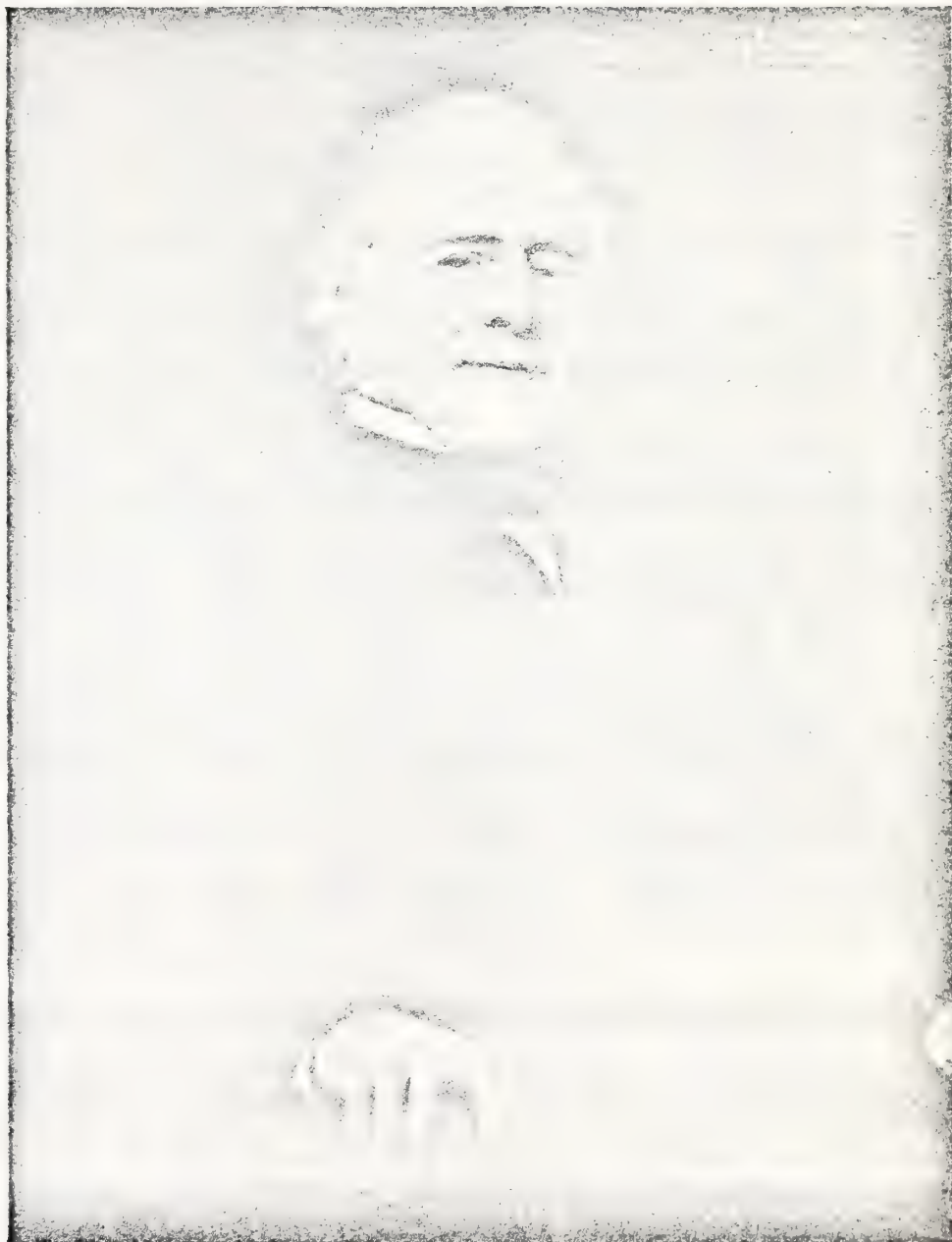
In this same year Mr. Smith was appointed a delegate³ from the Massachusetts Anti-Slavery Society and, I think, attended a Convention in London of the Friends of Free-

¹ Record of Andover During the Rebellion.

² Jackson Letters, Memorial Hall Library

³ Garrison Letter. M. B. S.





JOHN SMITH

From a portrait by Edgar Parker, in possession of Miss Mary Byers Smith

dom Throughout the World. Six years later, he was a leader in the group of forty-four who seceded from the West, South, Methodist and Baptist churches to form the Free Christian Church, dedicated to the radical and, I may say, very unpopular anti-slavery cause.

Throughout the period leading up to the Civil War, John Smith had been in correspondence with anti-slavery leaders such as Phillips and Garrison and had personally assisted in the escape of slaves. My mother has told me of the excitement and pleasure of the Donald home which was a way-station in the "Underground Railway." Mysterious people used to arrive late at night to be housed and fed, calling at John Smith's early in the morning for their tickets to Canada.

Years before that meeting in the Frye Village Hall, John Smith had seen a slave-auction in the South and ever after had a vivid picture of what was meant by a fate worse than death. He believed that the freedom of the slaves was a cause worth fighting for and when the fight started, he must have felt a certain responsibility for having done everything in his power, little though that was, to bring it about. Knowing something of his high-spirited and adventurous youth, I feel sure that it was with regret that he contemplated his sixty five years and his inability to bear arms. His "remarks," therefore, must have been solemn, thoroughly informed and full of his faith in the eventual triumph of the right.

After the war, in April 1866, the Town voted to raise the sum of \$4500 for a soldiers' monument.⁴ The money was put aside and almost forgotten. It is not even mentioned in the *Record of Andover in the Rebellion*. But it was to come to the rescue of the Building Committee of the Memorial Hall Library and to associate the Library for all time with the idea of freedom.

For the Library was not a gradual development from the Frye Village Library nor influenced directly by the earlier Social Libraries in the town. Free public libraries were springing up sporadically all over the country but were not in touch with each other. The Chicago Public Li-

⁴ Raymond. Minutes.

brary opened its doors the same year that we did. We preceded the formation of the American Library Association by six years.⁵ Why was this? The answer, I think, is supplied by my grandfather's travels.

During the war he had been very busy as active head of the Smith and Dove Co., supplying the army with linen thread for boots and saddles. In 1865 he took a short vacation on board a sailing vessel. In 1870 he was advised by his physician to take an extended rest. With his wife, his daughter Mrs. George Coburn, and her husband, he sailed for Europe. It was his sixth visit to his native Scotland and his second to the Continent. They were conscientious sight-seers. And, as none of them spoke any foreign language, they engaged the services of a most efficient courier, a Swiss named Ludi. The family were abroad for over a year during which Mrs. Coburn kept a detailed diary. It is possible, therefore, to follow the little party from day to day as they calmly skirted the Franco-Prussian War.

Mr. Smith had been depressed and discouraged when he left home, and it may well have been more than a personal matter with him. The Grant Administration registered an all-time low in American history. Civic corruption, bad manners and greed were rife. An irresponsible press kept scandal alive and did little to elevate public opinion. It was a relief to Mr. Smith as to most Americans of that time just to sail away from the noise, dirt, and squalor of sprawling, over-grown New York.

I now quote from Mrs. Coburn's journal:

(Berlin). Thursday, June 20th. (1870) Cloudy and some showery. Father went to walk before breakfast and got lost and we were very anxious and nervous as he was $\frac{3}{4}$ of an hour behind time and we were glad enough when we saw him coming down the street with two men. He did not know the name of the hotel or street and altogether had quite an adventure. After breakfast we took a carriage and drove around the city. In the hall (of the Old Palace) which we first entered, the guide opened a large wooden box and took out some cloth slippers which the gentlemen were obliged to put on over their boots. The floors are all highly polished. There

⁵ Bostwick. The American Public Library.

was quite a large company and they looked queer enough scuffling along....

To understand Mr. Smith's enthusiasm for modern Berlin, it is only necessary to remind ourselves that the Crown Princess Frederick, Victoria and Albert's "Vicky," was living there at that time, and that she and her husband had been able to put into motion many of the minor social reforms devised by Albert and accepted by the orderly and docile Berliners. People of Scottish descent as well as Victoria's neighbors in Balmoral accepted Victorian ideals as their own and on the whole approved of Albert's energetic and Spartan notions of education and domestic economy. Through letters, visits to Scotland, and the *Brechin Advertiser*, Mr. Smith had a personal interest in the English Royal Family and was prepared to admire the practical results of "Vicky's" influence.

This is the same day:

We drove through some of the principal streets passing many public buildings and palaces of Princes—The Arsenal—Library—University—Market—The Theatre with a church on either side. We drove along the side of the Thiergarten, the park of Berlin, passing many nice private residences with pretty gardens in front...we visited the porcelain manufactory...we next visited the Museum...sculpture-galleries—picture-galleries. On the ground-floor is a complete museum of Egyptian Antiquities said to be as fine as any in Europe and comprising every imaginable thing which the Egyptians could have used...we looked until we were worn out and then went back to the hotel...George and father went to walk. After much discussion we finally decided to go to Potsdam.

Friday, July 1st. Took the train for Potsdam at 10 a. m. arriving about 11. This is the Versailles of Berlin. We drove to the New Palace, so-called. A part of the year it is occupied by the Crown Prince. The Princess had just been confined here so we could not go in at the principal entrance....(The Royal infant was the Kaiser's younger sister Sophie Dorothee, afterwards Queen of Greece.) We went through the library—the books still in the cases—saw some of the King's own works with criticisms in Voltaire's handwriting. We walked in the gardens of "Sans Souci." The walks at the top of each terrace were lined with orange trees—some

of them over 200 years old. Below was a fountain and around this immense basin were eleven groups of statuary and between them circular marble seats, where we sat and rested, wondering if kings and queens had ever sat there and if their place had indeed been to any of them "Sans Souci."

Saturday, July 2nd. After breakfast we took a little walk down the street on which our hotel is situated which is called Unter den Linden from a double row of lime trees in the centre. It is very wide and one of the handsomest streets in Europe. Berlin is a very nice city and the great intellectual center of northern Germany... We left at 11 o'clock for Dresden... Arrived at 5 p. m.—drove through the old part of the city and across the bridge to the Hotel Bellvue where we found rooms on the first floor leading out into the pretty garden and on the river Elbe which divides the city. *Found letters waiting us from Andover.*

On this same day John Smith wrote the letter which might be considered the birth of the Memorial Hall Library. (To his son Joseph) "You mention in your last letter received here that there was nothing yet done with the lots up town where the buildings were burned. I have thought the corner lot, where Joseph Abbott's shop stood, would be a fine place for a Memorial Hall to be built upon . . . to keep in remembrance the names of those who gave up their lives in defending our flag and saving my adopted country to God and Liberty." He then proposed to head a subscription list for the purchase of land and building and an endowment "to take care of the Library, if there should be one, and a Reading Room. . . . It appears to me if the people of Andover would take this matter in hand, and all give according to their ability, the thing might very soon be done." His pledge was to be good for six months.

Apparently he said nothing about this plan to his traveling companions and they went on their way despite rumors of war. With your permission, I will quote one more passage from the journal—really a digression, but interesting as a footnote to history.

Baden Baden. July 15. We heard France had declared war against Prussia. Discussed the subject of going to Strasburg and finally decided to go.

July 16. A day long to be remembered, having an end we little dreamed of in the morning. We left Baden between eight and nine—intending to be back in season for tabled'hôte. We knew war had been declared but anticipated no immediate trouble. At the station we met Mr. and Mrs. Dexter who were frightened at the prospect and were off for Switzerland. We were three hours in reaching Strasburg delayed, as we afterwards learned, by the war troubles. We took a carriage at the station and drove to the Hotel de Ville de Paris, had lunch and then went to see the Cathedral. Strasburg is quite a German town in appearance although it belongs to France, was taken by Louis 14th, in 1681. Its fortifications are very strong. We saw the library building. I think it is the most valuable in Europe and has 100,000 volumes. When ready, we went back to the station to take the 1 o'clock train to Baden. We waited beyond the usual time and could get no satisfactory answer why. When we had waited nearly an hour a lady spoke to mother in French and I answered that she spoke only English which she was very glad to hear as that was her own language. She said someone had just told her that no more trains were going out of Strasburg as orders had come from Paris to stop all communication with Germany. We didn't believe it at first, but were soon obliged to. Our next thought was to get across the bridge to Kehl and take the cars on that side. We took a carriage and drove with all speed to the river, trembling as we passed out of the fortifications for fear we should be detained. It was a ride I shall never forget. All along the way we met carriages, and all said you need not go on, for there is *no passing*, but we thought our passports might do for us what others could not do. It was very dusty, and the artillery were thundering by us and it seemed to me we were on a battle field. It was a terrible two miles. When we reached the river we found it strongly guarded and a great crowd of people who were in the same predicament with ourselves, wanting to cross and couldn't. Ludi saw the chief of the guard who said he would be glad to let us pass but that it was impossible as they were taking up the bridge, and sure enough there were the French at work on one side and the Prussians on the other taking up the bridge as fast as possible. It was a sorry sight to us. We drove back with all possible speed, trembling lest they would not let us through the fortifications. I was thankful for so much. Our next attempt was to get to Switzerland if possible. We found a train left at 4½ so we went to the

hotel and had some dinner. Ludi hadn't money enough to take us there but father had fortunately taken a little gold in the morning...Our letter of credit was in Baden with the rest of our things. We were sorry we could not help the two English girls. Their friends were in the Black Forest and they like ourselves had come to see the Cathedral. We could only take our tickets to Mulhauseu, our going on depended on the train from Cologne. All along the road the most intense excitement prevailed—people were crowded about the station to hear the news. We arrived at Mulhausen at 9 and waited half an hour...were nervous enough when they did not let us out of the waiting room, were glad enough when we were safely in the cars and more pleased when we were safely arrived in Basle at 11 o'clock although we could find no place to sit much less sleep until we had been to five hotels and then managed to get one room with two *single* beds but after awhile we got another. The greatest excitement prevailed in Basle—2000 people had been driven in by the war that day. I think I shall remember this day as long as I live. It has been a great tax on the nervous system. The landlady gave mother and me some nightdresses—little piquè sacks.

Sunday, July 17th. Geo. and Ludi started early in the morning for Baden Baden to get the baggage...Went out with father and mother a little way. The streets full of soldiers coming in to guard the frontiers and so much excitement was glad to get back. Has been a terrible day to me.

Monday, July 18th. Pleasant and very warm. Geo. and Ludi came back at 1 a. m....I was *thankful* when I heard George's voice outside the door...They had a trying time getting there and little time for packing but the chambermaid helped them...They brought all the baggage and I didn't much care if everything was packed on top of my best dresses. Mother and I had a general repacking and in the p. m. had a general drive, crossed the Rhine and visited the Cathedral.

Tuesday, July 19th. Left Basle and arrived at Zurich at 11 a. m. Had beautiful views all the way—high hills and pretty villages. Glad to be in Switzerland, a free country with pure air—glad to be going beyond the sight and sound of war.

The journal continues to the first of October, when the travellers had reached London. They spent the winter in Edinburgh and in the spring Mr. Smith visited his birth-place, Brechin, Scotland, and was presented with the freedom of the city.



On his return to Andover, after a little over a year, he was given a public welcome and reception at the town hall. "Seats were reserved for the young ladies of the Abbot Seminary and the lads of Phillips Academy who marched down in procession and the Lawrence brass band had been engaged by the workmen in the Smith and Dove Mills and a procession . . . of nearly three hundred soon entered the hall crowding it to excess." As all the speeches were centered about the Memorial Hall project, it is appropriate to go into these details. Mr. Smith's most significant remark was this: "I tell you, Gentlemen and Ladies, we don't begin to know what the worth of this great struggle has been to the world. Go into Europe, and instead of pointing to you as a slave-trading nation, they are looking to you for liberty there, for principles; and they are calling now for the flag, the American flag,—for the American flag is the flag of the world." (Applause) The Memorial Hall Library was off to a grand start.

Meantime, since July, 1870, several committees had been active. Mr. Smith's letter from Dresden had been presented to the town by Moses Foster on August 1, and a committee of seven was appointed to attempt to raise the necessary funds. The names of these first committeemen were: Francis Cogswell, chairman; Charles Smith, Samuel H. Taylor, Solomon Holt, William G. Means, Samuel Raymond and David Middleton. 655 subscriptions totalling \$52,757.70 were received and still the fund was about \$3500 short of what was needed. Then it was that buried treasure in the form of the soldiers' monument was thought of. The town promptly appropriated this \$4500 to complete the fund.

Land was purchased and a building committee appointed: Rev. John L. Taylor, chairman; William G. Means, David Middleton, and Rev. Charles Smith. Mr. Middleton was requested to procure an inexpensive drawing of the ground plan of the building submitted to the committee by Mr. George H. Torr. An additional fund of \$3000 for the purchase of books was given at this time by Mr. John Byers of New York in memory of Peter Smith Byers, first Principal of the Punchard Free School.

On May 27, 1871, it was voted to employ Mr. J. F.

Eaton as architect and the contract was awarded to Abbott and Jenkins for \$27,750. In the cornerstone, laid on September 19, was a list of all the Andover men enrolled in the Army and Navy during the "War of the Rebellion" and of the forty-six "who gave up their lives in the service of their country."

At the annual town meeting in 1872, the first board of Trustees of Memorial Hall was appointed as follows: Henry Boynton, E. Kendall Jenkins, Rev. James H. Merrill, David Middleton, Samuel Raymond, Rev. William L. Ropes and Joseph W. Smith. On the resignation of Mr. Merrill, a month later, Rev. Francis H. Johnson was elected in his place. During the summer of 1872, the Trustees purchased 2700 books "for the foundation of a library" of which Mr. Raymond made four catalogues by hand. On May 1, 1873, Mr. Ballard Holt, 2nd, was appointed librarian and janitor.

The Hall was formally opened on May 30, 1873. After a dinner at the Elm House, to which a large group of guests had been invited, a procession, escorted by returned soldiers and the Andover Brass Band, marched to the South Church for appropriate exercises. James B. Smith acted as chief marshal and Governor Washburn sent as his representative, Col. George L. Ripley of his staff. The address by Phillips Brooks was printed and widely distributed.

We are greatly indebted to Samuel Raymond, our first secretary, for his full and legible records. I have read all the letters and papers preserved by him which give in great detail the transactions of the early years. I have examined all material connected with my grandfather's life including an unpublished manuscript biography by W. B. Makepeace. I am convinced that my grandfather's feeling of debt to the soldiers so recently dead was a sincere and burning one and that the Library was not just a pet project with a war memorial as an excuse. As for the Library itself, I have quoted my aunt's diary at some length partly to give a little portrait of my grandfather in his later years, but mainly to show the European influence and background of the *idea* of a library in his mind. It is obvious that he appreciated the advantage to the com-

munity of ready access to books and of "suitable rooms of large size" in which to consult them.

Some of you undoubtedly know that when my grandfather came to this country in 1816, he brought with him a shilling, a Bible and his machinists' tools. He had gone to work as a herdsman on Catterthun near Brechin at the age of nine and had been the chief support of his widowed mother since he was about fourteen. Naturally, he himself had no schooling to speak of. He had, however, great respect for learning and a perfectly modern appreciation of the possibilities of adult education. He had been able to overcome his own early handicaps; why shouldn't others, if only the books were available? To his mind it was as simple as that. He often spoke of the good fortune for the whole family that his brother Peter, as a weaver in Glasgow, "sat beside a good man who lent him books."

A CHECK LIST OF SALEM PRIVATEERS IN THE WAR OF 1812.

COMPILED BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LXXIX, page 176.)

MARS, brig. Records of vessels under this name have proved to be very much involved as it would appear that there were at least three of the name, during this war, all more or less connected with Salem, although owners in other places were interested. There is a fourth one, a brigantine of 152 tons, built in Salisbury in 1794 and altered to 142 tons in 1801. However, she was wrecked on the coast of Nova Scotia in 1802 and does not concern us here.

The only other of the name to be found in the printed Ship Registers was a brig, 101 tons, Registered 24 November 1813, Thomas Holmes, master, James Cook, owner. There is a water-color of a brig 'Mars' of Salem, possibly this one, said to have been a privateer, in the Peabody Museum of Salem. It is also stated there that she was captured in the War of 1812. Condemned 30 October 1813, Portsmouth.

Thomas Holmes, master of the brig Mars, surrendered a Commission at an unknown date, perhaps 11 November 1813, which would account for the new one issued on the 24th. This does not appear in the return of Commissions 1 July to 15 April 1813 nor in the Book of Commissions from July 1812 to December 1814 which are the only lists of Commissions found among the Custom House papers. All other books or lists seem to be lost. It is possible that they went to Washington, as did the Licenses for small boats and were there mostly destroyed by fire.

Her Register at Portsmouth, N. H. 30 October 1814, calls her a brig, of Salem and states that she was Condemned in the New Hampshire District and gives her dimensions as 80'-20'2"-10'1", 101-11/95 tons. Her Request for a Commission 2 November 1813, Thomas Holmes, master, from Plymouth to Salem.

Nothing else has been found which can be connected with her nor are any prizes mentioned.

The privateer Fox of Portsmouth captured a brig Mars in 1813 and sent her to Portsmouth.

Next we find a brigantine Mars, Registered 21 January 1812 and 30 May 1815, Joseph J. Knap of Salem, owner, Thomas Holmes, master, built at Barnstable in 1800, dimensions 71'4"-20'5"-9'11", 127-17/95 tons. This, as said above, is not in the printed records.

Nothing more which has been found in any of the sources can be definitely connected with her.

Upon examination of the photograph of a water-color referred to above it proves to be that of a brigantine Mars by Joseph Ropes about 1807 and not of a brig. We conclude it is of this vessel.

Finally there was another brig which commanded much more attention:

The *Salem Gazette* yields but one item:

2 Mar. 1813 schooner Mars at New London, had taken 11 prizes, 3 sent to England as cartels.

The *Essex Register* gives more:

25 February 1813, New London. Mars had captured a transport, Lord Keith, 4 guns. brig Parra (?), Gerrard. brig Pellican, Ashley, galliot Ann, Herriston. sloop Hendra, Hawkins. Schooner Richard, Comings. schooner Robert, Marsters. brig Stagg, Patterson. cutter Hero, 5 guns, Thomas March. sloop Priority.

15 Feb. 1814, brig Mars brought in \$100,000.

12 Mar. 1814, arrived at New York, 8 March, Capt. Ingersoll of Salem. Chased off Block Island by a 74 and a frigate, when he saw another 74 and a frigate and threw over all guns, shot &c. and ran ashore on Rockaway Beach, (Long Island) the Captain and 10 men escaped to shore but before the last could leave 7 armed barges took possession and captured 30 of the crew and 43 British prisoners who were taken on barges and Mars being bilged was set afire. She had made 9 prizes, 5 manned and sent to port, one has arrived at New Bedford. Had been chased 11 times and had lost 2 men overboard.

23 Mar. 1814, arrived Charleston the 8th. the brig Superb, 8 men prize of Mars of New York.



30 Mar. 1814, brig Mars arrived at Portsmouth, 16 days out from Havana. The 26th. arrived at Wilmington, N. C. the schooner Susan and Eliza, prize of Mars.

2 Apl. 1814, for sale the 6th. at Portsmouth the corvette brig Mars, pierced for 18 guns, built for a privateer in France, cargo from Havana.

Among the Custom House papers is the note: Brig Mars captured by the schooner Governor Tomkins, condemned in N. Y. 4 March 1815, James Cook et al. owners, Nicholas Thorndike, jr., master. Dimensions 81'6"-22'10"-11'5", Registered 10 November 1815.

10 March 1815, Mars, brig, of Salem, Nicholas Thorndike, master, James Cook, Pickering Dodge, Thomas Saunders, Charles Saunders, Nathan Robinson, Henry Pickering, Ebenezer Seccomb, Nathaniel Williams, all of Salem, owners. Captured by schooner Governor Tomkins, condemned in New York. Temporary Certificate of Registry No. 34, 4 March 1815, New York. Dimensions 81'10"-22'10"-11'5", 186-4/95 tons.

Not one of her prizes is mentioned by Bentley or Mac-lay or in any other source discovered.

MARY & ELIZA, ship, was built at Salem in 1803, cut down in France and guns mounted for a privateer in 1812 and was about to sail for home about 1 December of that year as reported in the Diary of Mr. Wallis 5 January 1813. She was to mount 16 guns with a crew of 50 men. She arrived 19 January 1813, 60 days from Cherburg, having been chased several times and thrown over a number of guns. Bentley says she had 35 men and reports her arrival the same day and that she took a crew from a Connecticut vessel on the way, their vessel being a wreck. Her Captain then was John White. The *Essex Register* says the cargo was for Joseph White and that she was chased in the chops of the Channel. It is also stated that this was on 22 November 1812 and that she not only threw over guns and anchors but started part of the water. She was chased by a brig on Brown's Bank from 7 A. M. to 5 P. M. when they lost sight of her. The wreck referred to by Bentley was the Carolina of Bridgeport, Captain Woodward, and he and his crew had been

forty days on the wreck. The *Salem Gazette* of 1 January 1813 reports her arrival and that the chase in the Channel lasted ten hours. How they had the news so far in advance is only explained by her having been spoken, but this does not account for the date given for her arrival. Another inconsistency is found in the printed volume of Ship Registers which gives the date of the alterations as 4 September 1810, which would appear, in view of the other reports, as an error.

This last authority gives her first Registry as 8 December 1803, Joseph White, owner, Henry White, master, and her next Registry as 8 May 1809, Joseph White, jr., Henry White, John White, Stephen White, owners, John White, master. From the Custom House papers we get her Request for a Commission 5 March 1813, John White, master, Stephen White, owner. From Cherburg to Salem. From these papers is taken her Registry 30 June 1815, Stephen White, Joseph White, jr., John W. Treadwell, Henry White, owners, Joseph Beadle, master. Certificate of Registry No. 90, Salem, 4 September 1810. Finally from the printed records her Registry 5 October 1816, Stephen White, Henry White, John W. Treadwell, owners, John Beckford, master, and the note that Benjamin Upton was also registered as master but no date is given.

Her dimensions in the Custom House papers are stated as 85'-25'2"-12'7" but her official tonnage is not given except in the printed copy as 233 tons. No prizes are anywhere mentioned.

MINOTAUR, brigantine, this is one of a number of cases in which little or no mention is made in any of the sources. In most of these the vessels are small, boats, launches or the like and the loss of the Custom House records of licenses in a fire in Washington accounts for the vessels under 20 tons, but here we have one of considerable size for she was of 147 tons.

In the Ship Registers she appears and we know that she was of Connecticut origin and had served in the French war. She was registered in Salem 6 August 1799, Stephen Webb, master, Jacob Crowninshield, George

Crowninshield, George Crowninshield, jr., Benjamin Crowninshield, jr., Richard Crowninshield, owners. In the French war she mounted 4 guns.

MONTGOMERY, brig, was built by Rich of Milton, not of Medford, as stated by Leavitt in 1812, and fortunately the Salem newspapers printed extracts from her log. Leavitt gives her dimensions as 86'-21'-10'3" and her tonnage on 5 August 1812 in the official record was 166-65/95. She mounted 12 guns, there being 10-6s., and 2-18s. with a crew at different times of from 89 to 100.

The invaluable Doctor Bentley makes a number of comments, writing 21 August 1812 "Montgomery fit for sea," and six days later "The Montgomery, fast sailing brig, carried away a topmast." On 14 September he announces arrival of a prize and 25 September of two more. These were the ship Adonis, the brig Hannah and the schooner Betsey, but he missed the ship Guianna on the 4th, her first capture. On 15 January 1813 he notes "The Montgomery of 190 (sic) tons, an armed vessel of this Port returned, having had an action with a British Armed Vessel, December 6th. in which the Capt. Upton was badly wounded, four were killed, & one since died of his wounds, besides 2 other wounded. The American Privateer disengaged herself, & what injury the enemy received uncertain. . . . None of the prizes of the Montgomery have arrived." But 6 May 1813 "A prize to the Montgomery Privateer, has arrived from the coast of Guinea." Probably the brig Carlotta or Charlotte. 11 June 1813 "The E. H. of the Montgomery has returned, passing as a Surgeon. They refused to exchange Capt. (Joseph) Strout for his son taken on the Diomedé." (The brig not the privateer schooner.)

Her first Commission 24 July 1812, No. 248 is among the Custom House papers. (Of the following papers the printed Ship Registers give only the Register said to be of date 24 August 1812 and no such record is found among the original papers. It is probably an error for 24 July.) It gives C. E. Williams et al. owners, Holten J. Breed, master, Benjamin Upton, lieutenant, 166 men,

12 guns, Joseph Lambert, Christopher Babbidge, sureties. The list of owners in the Ship Register is Israel Williams, Henry Prince, jr., Joseph Beadle, J. & E. Marston, Joseph White, jr., Stephen White, John Dodge, Henry Prince, Francis Boardman, Lynch Bott, Thomas Dean, Henry Allen, Thorndike Proctor, David Putnam, Benjamin Upton, William Manning, Joseph Winn, John Winn, Thomas Whittridge, Thomas Butman, William Morrow, Isaac Needham, John Sinclair, jr., Robert Brookhouse, Henry King, James C. King, Benjamin Cox, jr., William Fabens, Samuel Leech, jr., Joseph Perkins, Samuel Briggs, jr., Joseph J. Knap, George Gregerson, Samuel Webb, jr., Curtis Searl, Danvers, owners.

Her Commission 28 October 1812, No. 540 gives Israel Williams et al., owners, Benjamin Upton, master, Henry Prince, lieutenant, 166 tons, 110 men, 12 guns, Joseph J. Knap, Samuel Webb, jr., sureties. Her Bond of same date and number gives the same list as the last for owners, except that James C. King and George Gregerson are missing and George Jacques, jr. is added.

Her Commission 18 February 1813, No. 612 gives Joseph Strout, master, George Gregerson, lieutenant, 166 tons, 90 men, 12 guns, John Jayne, Nathan Blood, sureties, and her Bond 19 February 1813, No. 612, except that Thomas White, jr., and Thomas Brown are added and Francis Boardman, Lynch Bott, Thomas Dean, Thorndike Proctor, Thomas Whittredge, Thomas Butman, John Sinclair, jr., Robert Brookhouse, Henry King, James C. King, Curtis Searl are missing, but there are 8 seals initialed but not signed, which probably correspond with most of the missing names.

In the Custom House papers is an extract from "The Journal of the private armed Brig Montgomery, of Salem, commanded by Benjamin Upton. Sailed from Salem November 2d. 1812 on a cruise, armed with 12 carriage guns and carrying 90 men.

"Sunday December 6, 1812 was in an engagement with a British Brig which escaped, had the following persons killed and wounded — vizt. Captain Benjamin Upton, Lieut. John Edwards, Mr. Doane, Mr. Very, Mr. Winkley, Mr. Rooper, Nathan Fish, Zenas Keys, Moses Page,

Charles Merritt, George Whiddon, John Williams, John Bean and Benjamin Woodward *wounded*, and four killed vizt. Israel Blaisdell, Lieut. of marines, John Pritchard, seaman, James Kittridge, do. and James Taylor." The Collector of the Port of Salem (William R. Lee) on 15 July 1813 wrote the Secretary of the Navy that this "is the only account of disablement in an engagement by any armed vessels which have returned from a cruize into this port."

Note Preliminary Remarks to these notes for a letter from James Monroe, Secretary of State to Captain Upton.

From the Bott Family papers in the Essex Institute is to be found under date of September 1812 "brig Montgomery, 40 shares \$21,200. Settlement between owners for prizes, August 1812.

William Fabens, Henry Prince, jr., Israel Williams, Joseph Beadle, Joseph E. Marston, J. & S. White, John Dodge, Henry Prince, sr., Curtis Searl, Francis Boardman, Lynch Bott, Thomas Deane, Henry Allen, Thorndike Procter, David Putnam, Benjamin Upton, William Manning, J. & J. Winn, Thomas Whittridge, Thomas Butman, William Morrow, Isaac Needham, John Sinclair, jr., Robert Brookhouse, Henry King, James C. King, Joseph Knap, George Gregerson, Nathan Blood.

Her cruise under Salem owners was ended 5 May 1813. (See notes on brig Diomedé.)

Maclay gives (v. 1, p. 470) an account of Montgomery's engagement 6 December 1812 with the English brig of war Surinam near the port of that name. Surinam mounted 18-32s. and 2 long 9s, while Montgomery had 10-6s. and 2 long 12s. She planted a solid shot in Surinam's foremast which caused the latter to haul off and Montgomery escaped. He adds that on 5 May 1813 while returning from the English Channel she was captured by the frigate *Nymphe* and that in her entire career she took 6 vessels. The last would seem to be a bad understatement as we shall see.

Other accounts of this fight are to be found in the History of Essex County, v. 1, p. 95 and Salem Marine Society Centennial, p. 112, but there is disagreement as to which vessel is due her capture. La Hogue appears to

have the most evidence but *Nymphe*, *Shannon*, *Tenedos* and *Emulous* are credited.

Bentley tells of young Henry Prince, jr. having been given command after Captain Upton was wounded. (v. IV, p. 146.) Strangely enough he appears to have made no other allusion to the fight or loss of the brig.

The list of prizes by a contemporary but unknown author gives the following:—

4 Sep. 1812 ship *Guianna*, John Sag. (torn Sage), master.

14 Sep. 1812 ship *Adonis*, James Harvey, 300 tons, 14 guns, 25 men.

25 Sep. 1812 brig *Hannah*, D. Poland.

25 Sep. 1812 schr. *Betsey*, George Abbot.

19 Jan. 1813 schr. *Lucy*, I. Sl(torn).

8 Feb. 1813 schr. *Julian Smith*, W. Winkley.

3 May 1813 ship *William*, William Vickery.

Coggeshall names the following but is not to be trusted as to any names not found elsewhere nor as to dates or order.

brig *Charlotte*, sent to Salem.

schr. *Mary*, sent to Salem.

1812 ship *Esther*, 12 guns, sent to Gloucester, 25 men.

ship *Adonis*, 12 guns, 25 men.

brig *Hannah*, sent to Salem.

The *Salem Gazette's* notes are as follows:— (dates usually those of issue.)

4 Sep. 1812 ship *Guayamo* sent in by Montgomery, Breed, previously captured by *Dromo* (q.v.) of Charleston but the prize-master had no copy of *Dromo's* Commission. (see *Guianna* above.)

29 Sep. 1812 arrived brig *Hannah*, 170 tons, captured 10th. instant by Montgomery, Breed master, schooner *Mary* captured 10th. instant and a bark.

2 Oct. 1812 the last bark was prize of *Decatur* (q.v.) not Montgomery.

20 Oct. 1812 ship *Adonis*, 300 tons, for sale.

2 Nov. 1812 sailed Montgomery.

1 Jan. 1813 arrived Montgomery, 12 guns, 89 men, Benjamin Upton, master, boarded brig *H.B.M.* packet,

in action 25 minutes, many killed & wounded including Upton, parted and lost her.

18 Jan. 1813 arrived schooner Lucy, captured by sloop of war Sylph and re-captured by Montgomery.

19 Jan. 1813 schooner captured by Montgomery sent to Salem, brought in goods taken by sloop Windward Planter.

1 Feb. 1813 arrived schooner captured by British and re-captured by Montgomery. Arrival at Gloucester.

8 Feb. 1813 brig Hazard at New Orleans had been captured 3 times by British frigate, taken by Montgomery and ordered to Salem and by Admiral Warren who permitted her to proceed.

18 May La Hougue took Montgomery, Strout of Salem. The *Essex Register* gives:—

16 January 1813 issue taken from her log:—

9 Dec. 1812 captured sloop Windward Planter, William Johnson, master.

13 Dec. 1812 re-took schooner Juliana Smith of Philadelphia, W. S. Coupland, master, taken 15 days before by Maidstone, frigate off the Capes of Virginia. Put on board Mr. Winkley and 3 men and ordered her to Salem.

12 Aug. 1812 sailed Montgomery, brig Hannah, schooner Mary captured 10 September 1812, arrived 2 October 1812, out 35 days, sent in 4 prizes and captured a New York ship from England with British goods and her to New York. Ship Adonis for sale, built at Whitby, England, 300 tons, 28 October 1812.

In the list printed in the *Historical Collections* of the Essex Institute 36-39 are found these items:—

27 Aug. 1812 arrived Montgomery, lost topmast.

12 Sep. 1812 arrived at Cape Ann, Montgomery.

25 Sep. 1812 arrived a brig, her prize.

2 Oct. 1812 arrived Montgomery 5 weeks out, 3 prizes arrived.

14 Jan. 1813 arrived Montgomery, Upton.

19 Jan. 1813 arrived a schooner, prize of Montgomery.

3 Feb. 1813 arrived a schooner, re-captured prize.

3 May 1813 arrived a brig, her prize, taken 20 days since. (Carlotta.)

17 May 1813 captured by La Hogue, burned.

5 Nov. 1813 sailed for Cape Ann on a cruise. (An evident error.)

In the Custom House papers is an unsigned license, 1 July 1813, ship William, foreign built, dimensions, 82'1"-24'6"-12'3", 212-87/95 tons.

In the Ship Registers is the Register 11 March 1815 of Hannah, brig of Portsmouth, Richard Saunders, master, William Stiver, Isaac Waldron, jr., Robert Rice of Portsmouth, owners. Condemned Boston, 11 November 1812, 79'6"-22'6"-11'3", 170 tons. (Probably the prize of Montgomery of that name.)

The Custom House valuation of her prizes 30 January 1813 was for ship Adonis, hull \$5,992.50 none for cargo; for brig Hannah, hull, \$2,755 none for cargo; for schooner Betsey, hull, \$1,470, cargo \$899; for Lucy, English ship, hull \$800, including cargo.

NANCY, brig or brigantine and perhaps schooner. She cannot be positively identified as the one which Doctor Bentley mentions 13 April 1808 saying "We were amused at the arrival of the brig Nancy, owner S.(amuel) Gray, taken by a British ship and men put aboard and sent to Bermuda. The crew could not find port and delivered her to the Americans who brought her to Salem."

The brigantine Nancy, 143 tons, was built in Salisbury in 1788 and registered 16 November 1791, Samuel Gray, owner, and Joseph Barker, master. Nicholas Bartlett was also her master.

Maclay (p. 235) says that about July 1812 the 5 gun schooner Nancy, Captain R. Smart, of Portsmouth, carrying 40 men, made a prize of the British ship Resolution, laden with flour and sent her into Portsmouth. He also repeats this, sans date, but changes the port for the prize to Portland. At any rate she arrived at the latter destination 29 July as reported by the *Gazette*.

In 1812 a schooner of the name, English built, Joseph Trask, master, is given in the list of prizes taken that year in the *Essex Register*. She was captured by the Fair Trader, condemned as a prize and sold, her hull for \$505 and her cargo for \$1587.75. This is doubtless a

different vessel. The List of Prizes by an unknown author dates her capture as 23 August.

ORION, boat, was built in Salem in 1813 by Leech & Teague. Her dimensions were 25'-5'6"-2'6", tonnage 5, one of the mosquito fleet. She was armed with muskets and a crew of from 12 to 20 men, the smaller number must have been more comfortable.

She requested a License (the note calls it a Commission) 71 August 1813, Jonathan Blyth, master, Peter Frye, lieutenant, 1 gun, 20 men, Benjamin Whittredge, John Upton, owners.

Apparently Captain Blyth did not serve, as the same day another document was issued, No. 601, John Upton, master, Joseph Trask, lieutenant, 1 gun, 12 men, Penn Townsend, Samuel B. Graves, sureties, Benjamin Whittredge, John Upton, Penn Townsend, Samuel B. Graves, owners. On 10 September 1813 her Bond gives Jonathan Blyth, master, Henry White, jr., Jeremiah Briggs, sureties, Benjamin Whittredge, John Upton, Jonathan Blyth, Henry White, jr., Jeremiah Briggs, owners.

The *Essex Register* reports 20 October 1813:— arrived Holkar (q.v.) Lamson. He reported that Orion of Salem and a privateer barge of New York were driven ashore at Little River (this would seem to be the stream of that name which joins the Merrimac at Haverhill as, although there are many streams so-called, the only other at all within range of this small craft is in Nova Scotia and even that seems hardly possible) and burned by Young Emulous, Manly and Bream! A frigate or two would have been handy.

OWL, boat or lugger, was built in Salem in 1813 by Leech & Teague. Like her contemporary sister Orion, by the same builders she belonged to that class of tiny craft which depended upon pluck and boldness, if not recklessness, to take the place of armed power and number of men. By and large they do not seem to have been very effective so far as prizes went but doubtless they were of some practical use which, at this distance, it is not easy to see.



Her dimensions were 30'-5'6"-3'6", 6 tons. Her crew consisted of 14 men and her armament muskets.

Her Request for a Commission 9 April 1813, No. 718 gives William Duncan, master, John Pettingall, lieutenant, 4 tons, 14 men, William Duncan et al., owners. Her Commission of same date, No. 718 gives William Duncan, master, Jonathan Lambert, Nathan Blood, sureties, 14 men, William Duncan, John Pettingall, Eleazer D. Berry, Joseph Trask, Richard Wiggins, Charles Berry, John Fillebrown, Thomas Beddoe, Joseph Lambert, Nathan Blood, owners.

She only lasted 18 days from her commissioning and the *Salem Gazette* records:—

27 Apl. 1813 Owl, Duncan, said to be taken, she had only muskets. "This Owl, hardly fledged, was at roost on the deck of a sloop bound east."

30 Apl. 1813 Owl restored by Capt. of Bream to John Page, owner (query—when did he become an owner?), and made a cartel. Had been on the deck of Lark, sloop, Capt. Dodge.

The *Essex Register* in its issue 1 May says:—

27 Apl. 1813 Owls Head (at the entrance to Penobscot Bay, Maine) boat Owl, 14 men, near White's Head, Duncan, which had been captured by Bream and manned with a British crew. John Page, jr., wrote that he went aboard to see Owl's crew and found all ironed to the deck. Owl had been brought down on the deck of sloop Lark. They saw a sail and got a boat over but found they had made a mistake when they recognized Bream. They hove over all guns and, in the confusion, their Commission so they were 'pirates.' Duncan wrote the Collector in Salem asking for copies of the Commission. (See Preliminary Remarks to these notes for explanation of the rules.)

PHOENIX, schooner, was built in Salem in 1814 by William Rowell. Her dimensions were 35'-11'6"-6' according to Leavitt but the Custom House made 39'-12'9"-4'9" and her tonnage 19-61/95. Her armament 1-6 lb. gun and her crew 25 men.

She requested a Commission 30 November 1814, No. 447, Stephen Richardson, master, James Lyons, lieutenant,

ant, 1 gun, 25 men, Abner Briggs, Stephen W. Shepard, Samuel B. Derby, Stephen Richardson, jr., George Archer, jr., Henry Prince, jr., Joseph Perkins, Nathan Blood, Abner Kneeland, (illegible), Butler Fogerty, Timothy Wellman, jr., owners. Her Bond of same date and number gives Stephen Richardson, master, Robert Manning, William Rice, sureties, 25 men, Henry Prince, jr., George Archer, jr., Steven Richards, Abner Kneeland, Nathaniel Page, Samuel H. Derby, Butler Fogerty, Nathan Blood, Stephen W. Shepard, Timothy Wellman, jr., John Perkins, William Price, Robert Manning, owners.

There is a manifest among the Custom House papers 26 January 1815 for goods taken at sea from a boat, Stevenson Richardson, master, from Portland on private armed schooner Phoenix.

The *Essex Register* notes:— 28 January 1815, boat Phoenix of Salem, Richards (sic), master, arrived Portland, had taken nothing.

Richardson's name is given in various ways but Doctor Bentley is doubtless right in calling him Stephen Richardson. He was a brother of the wife of Penn Townsend, who makes frequent appearance in these notes and Bentley, on 11 September 1814, records his death when he was on the *Viper* (q.v.), a small privateer, and was killed in an action. He was buried at Machias, Maine.

In the Custom House papers is a bill of sale, 30 November 1814, by which she was sold by Joseph Perkins, one of her owners, for \$1,250 to George Archer, Henry Prince, Abner Kneeland, Nathaniel Sage, Butler Fogerty, Nathan Blood, Abner Briggs, Stephen W. Shepard, Samuel B. Derby, Timothy Wellman, signing as owners. Leavitt says she was sold at auction 4 March 1815 for a pilot boat.

POLLY, sloop, North River type, was built at Poughkeepsie, N. Y., in 1801. She came to Salem with a cargo of grain and was bought by Salem merchants for a privateer. Her dimensions were 68'10"-22'9"-6'11", tonnage given by the Custom House both as 90-38/95 and 91-38/95. Her armament was 1-12 and 8-6s. and her crew from 50 to 65 men.

Her first Commission was 3 July 1812, No. 50, Samuel C(larke) Handy, master, John Upton, lieutenant, 91 tons, 65 men, 4 guns (probably an error), Robert Stone, Zachariah Silsbee, sureties. Her Bond of same number and date gives Nathaniel Silsbee, Jonathan Neal, Robert Stone, jr., William Silsbee, William Manning, Thomas Whitteridge, Jeremiah Briggs, owners.

Her Commission 25 August 1812, No. 251, gives Samuel C. Handy, master, George Gregerson, lieutenant, 91 tons, 65 men, 10 guns, Jonathan Archer, Henry Prince, jr., sureties,, and the same owners with the addition of Jonathan Archer and Henry Prince, jr.

Her Commission 2 July 1813, No. 751, gives Robert Evans, master, Nathan Blood, James Devereux, sureties, 55 men; Jeremiah Briggs, Nathaniel Silsbee, Jonathan Neal, Robert Stone, jr., William Manning, Thomas Whitteridge, owners.

Her Commission 20 September 1813, No. 839, gives Robert Evans, master and surety, with Zachariah Silsbee, 55 men, Jeremiah Briggs, Robert Stone, jr., William Silsbee, Thomas Whitteridge, William Manning, James Devereux, Henry Prince, Samuel Webb, jr., David A. Neal, owners.

These undoubted facts should be well noted since a large amount of ink and argument has been wasted through the confusion of her with another sloop Polly perhaps in an article in a newspaper in 1875 unless there was yet an earlier one. This matter will be explained below.

Her Log Book from 4 July 1812 to 3 August 1812, owned at the time by George Francis Dow's widow, was copied for Mr. Lawrence W. Jenkins and a carbon of it given to the Essex Institute in 1934. She sailed under the command of Samuel Clarke Handy. She appears to have made four cruises and was chased ashore after a 90-hour flight from the Brig of War Barbadoes at St. Domingo.

JOURNAL OF A CRUISE ON BOARD THE PRIVATEER POLLY OF SALEM COMMANDED BY SAMUEL CLARKE HANDY
commencing on Saturday, July 4th, 1812.

1812, Saturday July 4th. At 8 p.m. got under weigh

& stood to sea, with a pleasant breeze intending to cruise to the Northward and Eastward. Spoke Schooner Helen, out 25 days from St. Barts., bound to Salem, Cape Cod W.S.W. dist. 5 leagues (15 miles). Spoke several small coasting vessels. Lat. 42.36 N. Long. 69.43 W.

Sunday 5th. Pleasant weather & moderate breezes all this day; accidentally lost our ensign overboard. Saw & boarded a number of coasters from the Eastward. Spoke a small Privateer from Salem, commanded by — Morgan. (Probably Fair Trader, John R. Morgan.) Lat. 43.3, Long. 67.4.

Monday 6th. All this day pleasant weather & variable winds, boarded the schooner Jane, Capt. May, 76 days from Rio Janeiro, with a cargo of sugar & hides, bound to Boston, examined his papers & allowed him to proceed. He being short of provisions, furnished him with 12 lbs. of bread. A few days before falling in with us, Capt. May spoke an English brig bound to Charleston, S. C. At 10 A.M. spoke the Privateer Dolphin of Salem, Capt. Endicott, bore down with him towards a large ship to leeward, suppose her to be a merchant ship. Lat. 43.12, Long. 64.4.

Tuesday 7th. Variable winds & pleasant all these 24 hours. At 2 P. M. perceived the ship to leeward to be a Man of War. Hauled our wind immediately to escape him by beating to windward, the wind being light, he manned his boat with about 30 men, who by pulling directly to windward soon came alongside & engaged us. The very warm reception they met, compelled them in about 5 minutes to pull from us with all the expedition their disabled situation allowed them to exert. Night soon coming on, favoured our escape from the frigate. Spoke Schooner Eenterprise of Duxbury, obtained from her some trifling articles, overhauled his papers & allowed him to proceed, advising the Capt. to gain the nearest port. Lat. 43.2 N., Long. 63.5 West.

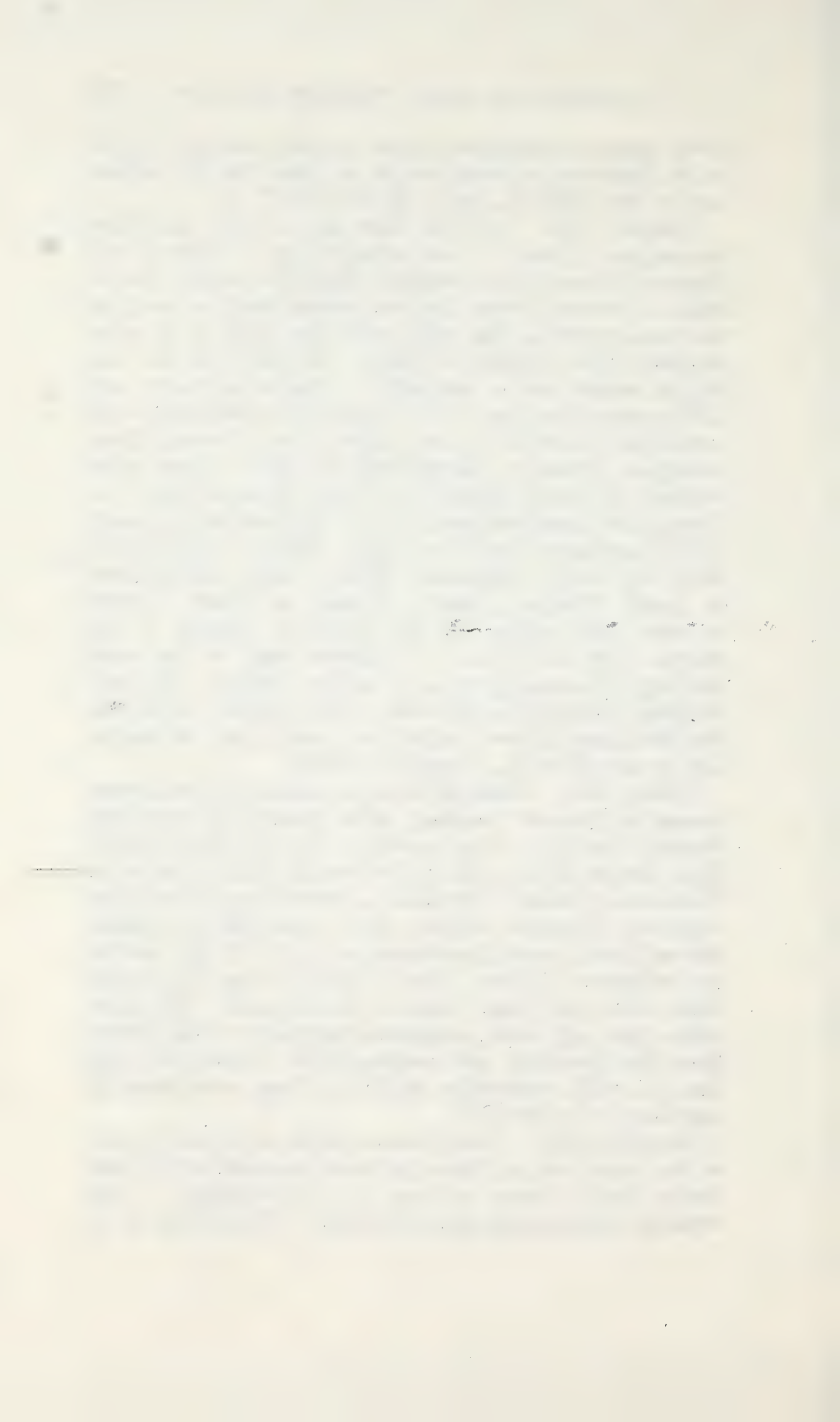
Wednesday 8th. Pleasant weather & moderate breezes all these 24 hours. At 6 P. M. spoke the schooner Cordelia, Capt. Smith from Oporto in ballast, bound to Boston. At 9 A. M. spoke the schooner Rambler from the gut of Canso, bound to Stonington with a full fare of fish

& oil. gave us intelligence of an English schooner, bound to St. Andrews, supposed her to be from the W. Indies. Lat. by obs. 43.9 N., Long. by acct. 63.57 W.

Thursday 8th. All the first part of this day light breezes and pleasant. saw a large ship to leeward, endeavored by using our sweeps to get near enough before night to ascertain what she was,—concluded to stand on the same course as the ship untill day light to be more certainly able to judge her force. At day light saw the ship & several sail in company. —the wind being very light manned the boat with 6 men & the Boatswain well armed, who boarded the brig Mars, Capt. Burbank from Liverpool, bound to Kennebunk in ballast, soon after boarded the sloop Endeavour, Capt. Newman from St. Johns, Newfoundland bound to St. Andrews with a cargo of 25 hogsheads Martinico sugar. Ordered the Capt. & crew on board, appointed John Allen Prizemaster, & Israel Phippen, Sam'l Preston & Eben Merritt as crew, with orders to Mr. Allen to proceed to the nearest port in U.S.A. —likewise sent in the sloop the Capt. Durham Newman & his boy James. Detained on board his mate Jos. Bacsomb, a fine mulatto called Bob, & 4 black men (slaves) called Jos. John, Lewis & Bright. Lat. by obs. 42.45 N., Long 62.47 West.

Friday 10th. These 24 hours commence with moderate breezes & pleasant weather, after dismissing the sloop, boarded the ship. She proved to be the ship Octavia, Capt. Bangs, 37 days from Portsmouth (Eng.), bound to Wiscasset, obtained from him no interesting information respecting European affairs, after examining his papers advised him to make the nearest port. At 6 P. M. boarded the schooner William, Capt. Gaswell from the Grand Bank with a full fare, bound to Marblehead. The latter part of the day, thick, unpleasant weather & fresh breezes from the Eastward, saw nothing after leaving the ship. Lat. by indfft. observation 42.30 N.. Long. calculating by soundings & lat. 62.4 W.

Saturday 11th. Fresh breezes, thick, unpleasant weather & a heavy sea all these 24 hours, sounded every hour during the 24 hours in from 40 to 47 fathoms. Saw nothing, owing to the very thick fog. Wind from the S.



E. As near as I can judge from our soundings & lat, by dead reckoning (43.11) suppose myself nearly in the Long. of 61.40 West.

Sunday 12th. Thick, foggy weather, all these 24 hours, in consequence saw nothing. every one on board anticipating the pleasing view of an English vessel. Soundings from 40 to 60 fathoms, sand & mud alternately, no observation. Lat. by dead reckoning, corrected by soundings, 43.49 N., Long 62.4 W.

Monday 13th. All these 24 hours calm & foggy, saw nothing, sounded frequently from 40 to 100 fathoms. No observation owing to the fog. by soundings judge myself to be in the lat. of 43.54 & Long. 61.53 West.

Tuesday 14th. First part of these 24 hours, light flattering airs & thick unpleasant weather, soundings during the 24 hours from 100 to 35 fathoms water, sand and mud. —At 3 A. M. Lat. by the alt. of the Polar Star 44.30 N., At 8 A. M. saw the land bearing from N.W. to N.N.E. dist. 7 leagues. Suppose it to be the Green islands. Saw several small vessels in shore, made sail for them. Ends with moderate breezes from the Southward & pleasant weather. Lat. by a good observation 44.47 N. From the bearing distance of Green Island, judge myself in the Long. of 61.22 West.

Wednesday 15th. Pleasant weather & fresh breezes the greater part of these 24 hours. Boarded several fishing boats, on of which, called the Dasher of Liverpool, having on board about 50 quintals of fish, took out her crew, consisting of 4 men by the name of Rude viz. John, Joseph, Asa, & Aaron, sent on board the Dasher Mr. Hazzleton as commanding officer, John Gatchell & John Steel as foremast men to assist him in navigating said fishing schooner. Soon after boarded 2 other fishing boats, from which we took 4 men & 2 boys. Received from the prisoners intelligence of several English vessels at anchor in the harbour of St. Mary's & the small harbours adjoining, hoping to cut them out, dispatched the 2nd. Lieutenant, the Boatswain & seven seamen, all anxious to proceed on the enterprise. Sent them Mr. Tybert, a person we had taken out of a fishing boat, as pilot. At daylight saw nothing of the boat, the wind being light, stood in for

the harbour, expecting to fall in with her. At 6 A. M. boarded the schooner Diligent, Capt. Bushy from Halifax bound to Quebec, with a cargo of 50 puncheons or pipes of Brandy & two or three cases, contents unknown. Sent on board Mr. Briggs as Prize Master. William Herrick, Stephen Bailey, Thadeus Bosson & Wilson Mark, as seamen, ordered her to the nearest port in the United States. While manning the Diligent, two other vessels that were in company with her stood in shore & escaped us, soon after saw a sail to windward, gave chase, soon perceived her to be a large English Cutter Schooner, bore away & endeavoured by making all sail to escape them, as we do not consider our force sufficient to cope with a vessel of double our number of guns. The three fishing boats in sight following us, the Schooner in chase, apparently loses ground. At 11 A. M. Cape Canso bore N. 6, W. $\frac{1}{2}$ W dist. 3 Ls. Lat. by Obs. 45.24 N., Long. 60.35 West.

Thursday 16th. Commence with fresh gales & pleasant weather. The schooner still pursuing us. At 3 P. M. she gave up the chase & hauled to the southward. Shortened sail & stood to the Westward, intending if possible to make the harbour of St. Mary's & regain our boat & crew. During the latter part of the 24 hours fresh gales & a very heavy sea. At daylight saw a sail ahead, gave chase, overtook her, but owing to the roughness of the sea, could not board her; she taking advantage of a heavy squall escaped us. Latter part very thick unpleasant weather & a heavy swell from the Southward. Lat. by Obs. of P. 45.32 N., Longitude 60.21 W.

Friday 17th. Commences with fresh breezes & a heavy sea, with very thick unpleasant weather. At 7 P. M. the wind hauled to the westward & soon after the weather became pleasant. Saw land bearing from N.N.W. to N.N.E. dist. about 8 leagues. Pleasant weather throughout the night, saw nothing of our boat. At 5 A. M. saw a Brig standing on a wind to the Northward, gave chase & came up with her about 10 o'clock A.M. She proved to be the Oriana, Capt. Crow of Berwick on Tweed, from Leith, bound to Pictou for lumber. Took out of her a small bale of dry goods, some cordage, crockery ware, shoes, etc. & permitted Messrs. McGillivray & Caldwell to ransom

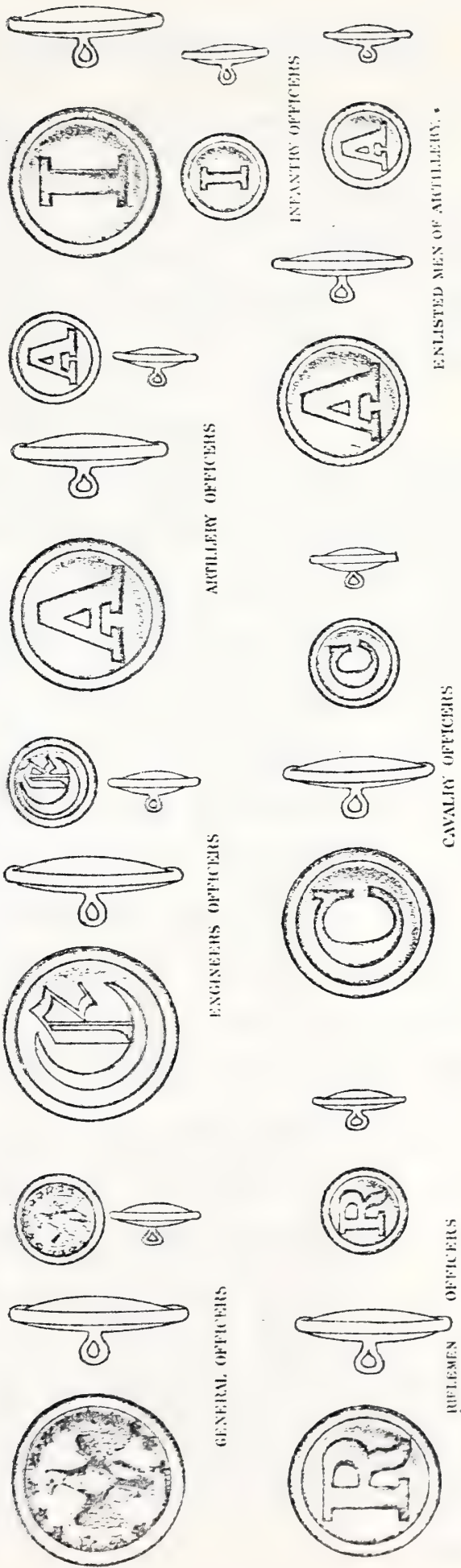
her for the sum of \$2333.33/100, for which they gave bills on Messrs. T. C. Amory of Boston & Messrs. J. Murray & Sons of N. York. Pursuant to the advice of my officers & according to my own opinion, adopted the above plan, conceiving it impossible for the Brig to reach any port in the United States. Lat. by Obs. 44.47 N., Long. 60.47 W.

Saturday 18th. Fresh breezes & clear pleasant weather all these 24 hours. Sent on board the Brig the following prisoners, thinking it unsafe to keep them on board owing to the smallness of our crew, they giving their word of honor to act in no respect inimical to the interest of the U. S. & Mr. McGillivray & Mr. Caldwell obligating themselves to procure the release of an equal number of American citizens—Francis Langlais, Joseph Bascomb, James Castle, John Caldwell, Wm. McGillivray, Joseph Rude, Aaron Rude, John Rude, Stephen Evans, Wm. Watterstock, Isaac Woolfe, Joseph Feigue, & the crew of the Brig, consisting of 12 British subjects. Including Capt. & Passengers. At 3 P.M. dismissed the Brig & hauled on a wind to the Southward. During the night fresh breezes and pleasant. At 2 A.M. saw the land bearing N. 16 miles distant, supposed it to be in the vicinity of Cape Canso. At noon saw Cape Canso bearing W. distant 4 leagues in 25 fathoms water. Lat. by correct observation 45.22 N., Long. 60.43 W.

Sunday 19th. Fresh gales & pleasant all the first part of these 24 hours, saw several vessels in Chadabude Bay, standing for the gut of Canso, gave chase & stood after them, but owing to their dodging into small harbours & around leges where we could not with safety proceed, thought it most prudent (night coming on) to haul our wind. Cape Canso S. Green Island E. 6, N $\frac{1}{2}$ N. At 8 P.M. after clearing the land shortened sail & shaped our course for St. Mary's, hoping to gain intelligence of our boats & crew. Latter part of the day hazy, unpleasant weather. Wind variable from the Eastward. Lat. 44.52, Long. 61.12 West.

(To be continued)

BUTTONS, C. S. ARMY



CONFEDERATE BUTTONS.

BY RICHARD D. STEUART of Baltimore.

Back in that pre-zipper era in which our American Civil War, or War Between the States, or War of the Rebellion — take your choice — was fought, buttons were as important a part of the equipment of our fighting men as haversacks in which to carry food, or canteens in which to carry water. Canteens sometimes carried other liquids, but that's beside the point. This story is about buttons — the buttons of the Confederates.

Fighting men of the Northern armies and navy had to have buttons, too, but supplying them was comparatively a simple matter. Throughout the North were many button factories, some of them almost as old as the Nation itself. These factories, prior to the outbreak of the war, supplied not only the North, but the South, with buttons. Every Southern State purchased buttons for its militia organizations — and, usually, the entire uniforms — from New York, Boston, Chicago, Philadelphia or other industrial centers of the North. And, as will be shown later in this article, some of these firms were willing to continue this Southern business after the war started. Consequently, the supply of buttons in the North was equal to the demand, although some few buttons in use in the Northern army and navy were made in England and France. In the South, conditions were different. There was not, at the outbreak of the war, a single button factory within the confines of the Confederacy, although there were a number of importing firms in such key cities as Richmond, New Orleans, Charleston and Montgomery, Ala.

When the hastily armed and uniformed Confederate troops assembled for the first battles, such as First Manassas, they wore buttons in almost infinite variety. Many officers who had resigned from the Regular Army to join the South wore their old buttons which had been transferred to their new uniforms.¹ Most of the militia units

¹ The uniform coat worn by Brig. Gen. Charles S. Winder, of Maryland when he was killed at the battle of Cedar Mountain, Va., August 9, 1862, is preserved in the Confederate Room of the Maryland Historical Society, Baltimore. The buttons are the regulation eagle pattern U. S. Army type, probably taken from General Winder's old uniform as a Captain in the United States Army before the war.

wore buttons of their respective States. A few of the older militia organizations wore buttons of special design, made for them in Northern factories. Buttons were removed from carefully-treasured uniforms of the Mexican War, the War of 1812 and even the Revolutionary War, and attached to the new, gray uniforms. And so, in the early part of the war, it was not unusual to see the flat, solid, plain buttons of 1812 and even the round, "bullet" buttons of 1776 on the gray coats.

A few factories were started in the Confederacy to manufacture buttons of brass, copper, pewter and lead. Later, when the need became greater and metal became scarcer, buttons of bone or wood were supplied the Confederate soldiers. For the officers and for those privates who could afford them, there were buttons of artistic design and fine workmanship made in England, France, or Ireland. These were run through the blockade in great quantities. But prices were stiff — even in Confederate money. Receipts of the Quartermaster's Department at Shreveport, La., show that in August, 1863, the large General or Staff Officer's buttons were sold to officers for \$8 a dozen, and the smaller size for \$4 a dozen. A year later the prices had doubled. Scores of blockade-runners, carrying war supplies to the Confederacy, were captured by the blockading fleet. For instance, under date of July 24, 1862, it is recorded that the blockade-runner *Tubal Cain* was captured by the Union gunboat *Octarora*, and that the *Tubal Cain* was loaded "with small arms, buttons and ammunition."

The Regulations for the Army of the Confederate States, adopted in 1861 and published by the authority of the Secretary of War, contains General Order No. 9, issued from the Adjutant and Inspector-General's Office in Richmond under date of June 6, 1861, on the "Uniform and Dress of the Army."

Under the sub-head of "Buttons" are these provisions:

13 — For General Officers and Officers of the General Staff — bright gilt, rounded at the edge, convex, raised eagle in the centre, with stars surrounding it; large size, one inch in exterior diameter; small size, half an inch.

14 — For Officers of the Corps of Engineers, the same

as for the General Staff, except that in place of the eagle and stars, there will be a raised E in German text.

15 — For Officers of Artillery, Infantry, Riflemen and Cavalry — gilt, convex, plain, with large raised letter in the centre: A for the Artillery; I, for the Infantry; R, for the Riflemen; C, for the Cavalry; large size, seven-eighths of an inch in exterior diameter; small size, half an inch.

16 — Aids-de-camp may wear the button of the General Staff, or of their regiments or corps, at their option.

17 — For enlisted men of Artillery — yellow, convex, large raised A in the centre; three-quarters of an inch in exterior diameter.

18 — For all other enlisted men, the same as for the Artillery, except that the number of the regiment, in large letters, will be substituted for the letter A.

These provisions for the buttons of the Army were never changed, although in later editions of the "Revised Regulations," instead of being numbered 13 to 18, inclusive, they are given as Paragraphs 1478 to 1483, inclusive, of Article XLVII.

Two things in the foregoing regulations should be noted:

First, the button for General Officers and Officers of the General Staff is provided with "a raised eagle in the centre, with stars surrounding it." The type or pose of the eagle is not described, nor is the number of stars limited. It will be shown that the eagle on Confederate buttons came in a great variety of postures; also that it could be surrounded by 11 stars, representing what was known as the Southern States, or by 13 stars which included the two border states of Kentucky and Missouri, which actually joined the Confederacy and were represented in the Confederate Congress. In no copy of the Confederate Army Regulations consulted is the number of stars specified. However, in a portfolio, "Uniforms and Dress of the Army of the Confederate States," printed by Charles H. Wynne, 94 Main Street, Richmond, and "published by authority" of S. Cooper, Adjutant and Inspector General, under date of September 12, 1861, there is a plate of buttons lithographed by E. Crehen and "Approved by War Dept." This plate shows the General Officer's button with

13 stars. Also, the eagle is depicted as with head turned to its right, wings extended and standing on a pedestal. The 13 stars are of particular interest here, because the date of General Cooper's authorization was prior to the secession of both Kentucky and Missouri. It is also interesting to note, and a bit puzzling, too, that newspapers which reproduced the order regulating the army uniform usually referred to the eagle button as having 13 stars. The *Lynchburg Virginian* of May 29, 1861, gives the number of stars as 13.²

Secondly, attention is called to paragraph No. 18 of the "Regulations" which provides that enlisted men of the cavalry and infantry shall wear buttons bearing "The number of the regiment, in large letters." The writer of this article talked to many Confederate veterans years ago, but not one of them said he had ever seen buttons bearing regimental numbers. Search of the records and examination of Confederate buttons in various museums and private collections has not revealed any buttons answering that description.

At the outbreak of the war purchasing agents of the Confederate Government went North and had no trouble placing large contracts for military goods. Some of these goods were delivered, but a much larger quantity was confiscated before it reached the Confederacy. As the war got into its stride in the North, many contractors lost their nerve and declined to deliver the goods. Excellent buttons stamped "C. S. A." were made by Hortsman & Company of Philadelphia and by the Waterbury Button Company of Waterbury, Conn. A Union Army officer, testifying before a Congressional Investigating Committee early in 1865, said a trunk load of "C. S. A." buttons made by the Waterbury firm had been seized on a Mississippi River steamer in the summer of 1864.³ The better grade of Confederate buttons were made in Europe. Those made in the South were, with few exceptions, crude products. Some of the finest Confederate buttons found bear the names of Southern firms, but these buttons were made

² Annals of the Lynchburg Home Guard, by Charles M. Blackford, Jr., p. 48.

³ Conduct of the War. Trade Relations, Vol. 3, 1865, p. 32.

in Europe for those firms. The Southern firms whose names appear on the buttons were merely importers of military goods.

The following list of makers and importers of Confederate buttons probably is incomplete, but it represents twenty years of study and investigation:

FOREIGN MAKERS.

Smith & Wright, Birmingham, Eng.
Smith, Kemp & Wright, Birmingham.
W. Dowler, Birmingham.
S. Buckley & Company, Birmingham.
Firmin & Sons, London.
P. & S. Firmin, London.
J. R. Gaunt & Son, London.
S. Isaacs, Campbell & Company, London.
Van Wart Son & Company, London.
Hammond Turner & Brother, Manchester, Eng.
P. Tait & Company, Limerick, Ireland.
G. & Cie, Paris.

Three English button makers have not been identified. They are those whose buttons are marked "Superior Quality," "S & K" and "C. & J. London." The "Superior Quality" buttons probably were made in Birmingham or Manchester. Sabres and Confederate sword bayonets and buttons are found marked "S & K." It would be interesting, indeed, to have this firm identified.

Confederate buttons also bear the names of the following Southern firms:

Halfmann & Taylor, Montgomery, Ala.
Hyde & Goodrich, New Orleans.
Mitchell & Tyler, Richmond, Va.
Kent, Paine & Company, Richmond, Va.
H. A. Myers, Richmond, Va.
Wildt & Son, Richmond, Va.
E. M. Lewis & Company, Richmond, Va.
C. Wendlinger, Richmond, Va.
Courtney & Tennant, Charleston, S. C.

Of these, the firm of E. M. Lewis & Company of Richmond is the only one known to be a manufacturer. But there is evidence that Myers, Wildt and Wendlinger, all of Richmond, made crude buttons on a small scale. As

concrete evidence of the English origin of some of these buttons, it is worth noting that many of the Halfmann & Taylor buttons are marked "Montgomery, Ald," instead of "Ala." Some of the English button firms have survived many wars. For instance, the J. R. Gaunt & Son of London dates back to 1692. The London firm of S. Isaacs, Campbell & Company was of great assistance to the Confederacy in supplying military goods. J. B. Jones, author of "A Rebel War Clerk's Diary," says that Isaacs, Campbell & Company "with whom the War Department has had large transactions, have afforded (so far) every facility."⁴

And in another place, the "Rebel War Clerk" records: "A Mr. Hart, agent for S. Isaacs, Campbell & Company, London, proposes to clothe and equip 100,000 men for us and to receive certificates for specific amounts of cotton. The same house, has, on this, it is said, advanced as much as \$2,000,000 on our account."⁵ Samuel Isaacs, senior member of the firm, was said to have been engaged in blockade running.⁶

As prescribed by the Regulations quoted and illustrated in the Richmond portfolio of uniforms, the General and Staff Officer buttons had a "raised eagle in centre, with stars surrounding." And Crehen's plates in the portfolio, which had the approval of the War Department, show the eagle to be mounted on a pedestal, with wings drooping and head turned to its right. This type of eagle is shown in the Emilio Catalogue, button No. 272. But many variations of the Confederate eagle are found.

One of the finest buttons used in the Confederacy is the large, handsome button (No. 269 in the Emilio collection) showing an eagle holding an olive branch in its right claw and arrows in its left and with a shield on its breast bearing the letters "C. S. A." in the upper half. This button is found bearing the name of Buckley & Company, Birmingham; S. Isaac, Campbell & Company, London, and Courtney & Tennant, Charleston, S. C. Those bearing the Courtney & Tennant name were made either by

⁴ "A Rebel War Clerk's Diary," Vol. II, p. 53.

⁵ Ibid, Vol. I, p. 223.

⁶ The American Crisis, Vol. II, p. 2.

Buckley or by Isaac, Campbell & Company. Hammond Turner & Brother of Manchester made a somewhat similar button, except that the eagle's head was turned to the left. The same firm made still another type, with the eagle half-facing to the left and its head turned to the right. A variation of the conventional eagle type made by W. Dowler of Birmingham is surrounded by 14 stars. There is another type of eagle button, with head to left, and with a circle of 13 stars and which bears no maker's name. It is crude enough to have been made in the Confederacy. Another handsome button of unusual design carries an eagle on a pedestal, with head to left, encircled by 11 stars and around the whole is "Confederate States of America." This is an English button marked "Superior Quality," a stamp which seems to have been used by several English button makers.

Two unusual types of the eagle buttons are in the writer's collection. One is the conventional design, but cast from solid copper. It is one of a handful of similar buttons found in a hollow tree on the battlefield of Chattanooga, Tenn. The other is made of a single sheet of brass, with no rim, and shows an eagle, head to right and with wings extended, holding an olive branch and arrows. On the breast of the eagle is a shield, with the letters, "C. S." There is a circle of 13 stars. This button is from Hagerstown and may be of Southern manufacture. Another variation of the Confederate eagle buttons shows the American bird with head to left, wings extended, arrows in right claw and a wreath in the left, with a circle of 11 stars. It has no maker's name.

With the regulation eagle buttons of Confederate officers, we must list those bearing the letters "C. S. A." (see Emilio No. 279). These are found with the names of S. Buckley & Co., Birmingham; "Superior Quality," Horstmann, Philadelphia, and Waterbury Button Company, the last-named already mentioned. "C. S. A." buttons are also found cast of solid metal, button and shank together. They are of bronze, brass, pewter and lead. Incidentally, about a quart measure full of the bronze "C. S. A." buttons were found in the same hollow tree near Chattanooga with the solid cast eagle buttons. The

solid brass "C. S. A." button in the writer's collection was found at Yellow Tavern, Va., near where Gen. "Jeb" Stuart was mortally wounded.

Next to be considered are those Confederate buttons bearing letters to represent the various branches of the service. While prescribed for officers only, except in the case of artillery, these lettered buttons were worn by both officers and men. They come in a great variety of design and material. And, as was the case with other buttons, the better ones were made in England. The button of the rifleman is usually found with a Roman "R" (see Emilio No. 303). These were made by Hammond Turner & Brother and by W. Dowler, both Manchester firms. A variation is found in a button with the "R" in Old English stipple. These buttons bear on the reverse a star and the words "Rich Quality," and are of English origin. The Manchester firm of Turner & Brother also made the engineer's button, for which the regulations prescribe an "E" in Old English type (Emilio No. 281). A novel variation is a very large button — 25 millimeter — with an "E" in Antique type on a plain background and with a broad, flat rim. It bears the name of Van Wart & Son Company of London. The infantry buttons are the commonest of all Confederate types. They usually show an "I" in Roman type on a plain background. In the Confederacy thousands of these buttons were made, many of them cast solidly in brass, copper, pewter or lead.

E. M. Lewis & Company of Richmond, Va., must have made crude two-piece service buttons by the thousands. This writer has never seen a rifleman or engineer button bearing the Lewis name, but infantry and artillery buttons by this firm are quite common and cavalry buttons not rare. Another service button of obvious Confederate manufacture has a Roman letter surrounded by 11 stars. They are exceedingly crude and while only the infantry button has been noted, they probably were made for the cavalry and artillery as well. S. Isaacs, Campbell & Company of London made "I," "A" and "C" buttons of fine workmanship with the letters in Old English type. Buttons with the letters in Roman type in stipple were made by the Turner firm at Manchester and by S. Tait & Com-

pany of Limerick, Ireland. Service buttons with the "I," "C" or "A" in Antique type with elaborate scroll work were made in England and marked, "Halfmann & Taylor, Montgomery, Alabama." The misprint in the final letter of "Alabama" is very plain and noticeable. The Van Wart London firm also made "I," "A" and "C" buttons with Antique letters, but without the scroll work.

Of the fifteen Southern States which had organized units in the Confederate armies, only three had distinctive Confederate buttons and only one of these, Mississippi, seems to have had them in large quantities. Alabama and North Carolina made limited use of a distinctive Confederate button. The old Mississippi button, found on some Confederate uniforms, shows an eagle and shield on a lined background, with "Mississippi" above and 13 stars below. This was very like the United States Army button, which may have been the reason for the change. The Mississippi button of Confederate service shows simply a large, five-pointed star — "the single star of the Bonnie Blue flag" (see Emilio No. 318). Encircling the star is the name "Mississippi." The button has no rim and no border and the background is plain. Usually in the middle of the star is the incised Roman letter "A," "I" or "C," to designate the branch of service. Some of these buttons are found without the incised letter, probably used by general officers. The writer has never seen them with the "R" for riflemen or the "E" for engineers. Invariably, these buttons have the name Hyde & Goodrich, of New Orleans, on the reverse, but as that firm was a military outfitter and not a button factory, the buttons, undoubtedly, were made in the North or in England. Mississippi buttons come in two sizes, 15 and 22 millimeter.

The writer has found more variations of the Virginia button than of any other State, but all are alike in showing the female warrior with her foot on the head of the tyrant. Usually, but not always, they have the motto "Sex Semper Tyrannis," and sometimes they have a circle of 13 stars. Most of them have the name "Virginia." They are found in both the rimless and the flat-rimmed type and by a great many Northern makers. A crude type of Virginia button, evidently of Southern wartime

manufacture, bears the name of C. Wendlinger, Richmond, on the reverse. Virginia buttons are also found in solid brass or copper, and in solid metal silver-plated. The Mitchell & Tyler, Richmond, and Kent, Paine & Company, Richmond, buttons must have been made in the North.

North Carolina had a distinctive button of Confederate use, but it is rare. And, apparently, it is of home manufacture. It is stamped from a solid sheet of copper and shows "N. C." in Roman letters in the centre surrounded by sun rays. The back is plain, and its origin, place and name of maker, are unknown to this writer. (See Emilio No. 326.) Most of the North Carolina Confederate buttons found show the Arms of the State. There are crude specimens bearing the name of "Wildt & Son, Richmond, Va." or "H. A. Myers, Richmond, Va." A fine type of North Carolina buttons has the name of Van Wart Son & Company of London. There is also a North Carolina button which has seven small stars below the State Seal. It was made by the Waterbury Button Company and the seven stars indicate that it was made for Confederate use.

Louisiana buttons show variations of the State Seal, the familiar pelican feeding her young. They are found with and without the name "Louisiana" and usually bear the names of Northern manufacturers. A fine type of Louisiana button bears the name of Hyde & Goodrich of New Orleans, but, like other buttons with that name, it probably was made in the North.

All South Carolina buttons show the palmetto tree, as seen on the State Seal, and more often the letters "C. S." separated by the tree trunk. All have the State motto and they are found both with and without the flat rim. Fine specimens of South Carolina buttons are found with the names of English makers—Van Wart & Son Company, of London, and "H. T. & B. Manchester." An interesting variation of the South Carolina button is of English make and marked on the reverse "Extra Gold Qual'y." But, instead of the letters "S. C.," separated by the palmetto tree, it has "C. S.," similarly located. This type of button is found on the English overcoat worn by Admiral Franklin Buchanan at the Battle of Mobile Bay and pre-

served in the Confederate collection of the Maryland Historical Society, Baltimore.

Alabama buttons are found in three types, and the one which may be classed as distinctively Confederate is that showing an eagle and shield, surmounted by the letters "A. V. C." The letters are the initials of the Alabama Volunteer Corps, which was the official designation of the Alabama troops before being mustered into the Confederate service. (See Emilio No. 307.) These "A. V. C." buttons are found bearing the names of W. G. Mintzer, of Philadelphia, and the Scovill Mfg. Company and "Jas Conning, Mobile." The latter, however, was a military outfitter, and buttons bearing his name were made for, and not by, him. Alabama units in the Confederacy also wore the old State button, showing an eagle holding a shield, with "Alabama" above, and the newer button, showing a map of the State of Alabama, on a lined background. All the writer has seen bear the names of Northern makers.

Georgia Confederate buttons show the State Seal, and one is noted of crude Confederate make, but with no maker's name. Another has a circle of ten five-pointed stars. A fine type of Georgia button has the name of Van Wart Son & Company, London. Others are of Northern manufacture.

Florida was represented in Confederate service by three distinct types of buttons. The first shows an eagle on a lined background, with 13 stars above and was made by the Scovills of Waterbury. No. 2 shows the Coat-of-Arms of the State, with the name "Florida" below and is a product of the Waterbury Button Company. The third, which may be of Confederate wartime date, shows a single, five-pointed star, surrounded by a wreath, with "Florida" beneath. It is marked on the reverse "Extra Quality." This may be of English make.

All Texas Confederate buttons show the Lone Star, either with the name "Texas" above the star, or with the letters of the name separated by the five points of the star. Some of the buttons have a wreath surrounding the star. All the writer has seen bear the names of Northern makers.

Tennessee had an amazing war record, with 115,000 men in the Confederate armies and 51,000 in the Union

armies. And apparently, all wore the same type of button—that showing the Coat-of-Arms of the State on a lined background. The writer has never seen a Tennessee button of distinctive Confederate design or of Southern manufacture.

Missouri, Kentucky and Maryland had units in both Northern and Southern armies and, it would seem, all wore buttons bearing the State Coat-of-Arms. Maryland buttons are found with or without the name "Maryland." Kentucky buttons are found with or without the motto "United We Stand, Divided We Fall." No buttons of these States of English or Southern manufacture have been found.

In the report of the Confederate Commissioner of Patents for 1863, I find a record of a patent—No. 172—for a button-making machine, issued to Alfred L. Bowen of Winchester, Va. on May 25, 1863. In this connection, it may be well to quote from an article by Dr. S. H. Stout, Medical Director of Hospitals for the Army of the Tennessee, which was published in *The Confederate Veteran* of June, 1897,—Dr. Stout says:

"My position as medical director of the hospitals of the Army and Department of Tennessee gave me ample opportunities to see the operations of the various plants engaged in gathering and manufacturing supplies of every kind needed for the Confederate army and navy. While on an inspecting tour in Columbus, Ga., in the winter of 1862-63, I was informed that wooden, horn and bone buttons were being manufactured, and I visited the plant. The factory was owned by a former lieutenant of the Confederate army, who had lost an arm in one of the early battles. I regret that I cannot recall his name. He was the son of a wealthy planter in that vicinity. The motive power of his factory was an engine of moderate horse power that had been used to run a printing press. So complete were the saws, borers and drying kilns that in the final process of the manufacture the completed buttons dropped into the hoppers with as much rapidity as nails from a nail-making machine. I asked the Lieutenant where he had learned the trade of button making, and he replied that he had never seen a button made by any machinery before he made them himself. Having been disabled, he determined to do something in aid of the Confederate cause.

The need of buttons suggested this enterprise and aroused his native ingenuity to a practical purpose. His plant, I was told, supplied the Confederate soldiers with wooden, horn and bone buttons for more than two years of the war."

In States of the Deep South in the latter part of the war most of the uniforms furnished the recruits had wooden or bone buttons.

Many Southern units which entered the Confederate service in 1861 were completely uniformed, armed and equipped by their own members or by wealthy individuals. A few of these had distinctive buttons. For instance, the Lone Star Guards, the first company of Texans to enlist for the war, wore buttons bearing "L. S. G." in raised letters.⁷ Another Confederate button noted shows on its face a five-pointed star surrounded by the name "Woodruff".⁸ This is likely to be mistaken for a Texas button, but several States of the Confederacy, including Mississippi and Tennessee, used a single star on Confederate buttons. The "Woodruff" button probably was worn by some of Maj. William E. Woodruff's battalion of Arkansas Artillery. Still another button shows on a background of horizontal lines the State seal of Georgia, with "M," "Rifles" and "1861." This button was made by Horstman & Allien of New York and, undoubtedly, was furnished to a unit raised for the Confederate Army, which has not been identified by the writer.

We can, and should, consider, also, certain Southern military schools, the teachers and students of which entered the Confederate service wearing the distinctive buttons of those institutions. The Virginia Military Institute, whose cadets covered themselves with glory at the battle of New Market, in 1864, had a button bearing the word "Cadet" and the letters "V. M. I." There is one in the Emilio Collection—No. 244. Also in the Emilio Collection is a button of the Danville (Va.) Military Institute, with the letters "D. M. I."—No. 343. Buttons of the North Carolina Military Institute show a hornet's nest on a lined background, and "N. C. Military Institute." These buttons, made by the Scovilles, at Waterbury, Conn; are found on

⁷ The Confederate Veteran, February, 1923.

⁸ The Confederate Veteran, October, 1897.

the uniform coat of Lieut. Col. J. McLeod Turner, Seventh North Carolina Regiment, Lane's Brigade, who was wounded at Fredericksburg. Colonel Turner was a teacher at the Institute when the war broke out. The Hillsborough (N. C.) Military Academy also had a special button, showing on a background of horizontal lines, "N. C." with a five-pointed star between the letters, and "Hillsborough Military Academy" encircling the whole. The Hillsborough Academy was founded in 1859 and furnished many officers to the Confederacy. Its cadets also saw active service in North Carolina. One of these buttons was found on the battlefield of Sharpsburg (Antietam) Md., and probably was worn by a former cadet. It was made by the Schuyler firm, New York. The Kentucky Military Institute had a special button, made by Horstman & Allien, New York. It shows the Kentucky Arms and the letters "K. M. I." on a plain background.

The student of Confederate buttons frequently finds types unmistakably of Confederate origin, but the history of which is unknown. For instance, there is a button showing a five-pointed star in lines, on a plain background, with the words "Southern Confederacy" surrounding. It is of fairly good workmanship and bears no maker's name. Still another novel button, which may or may not be Confederate, has been found. It is of white metal, flat, 22 mm and shows seven five-pointed stars on a background of scrolls with a decorative border. The reverse bears the words "Treble Gilt."

As was the case with Army officers, most of the Navy officers who resigned in 1861 to follow the fortunes of their native States in the Confederacy merely transferred their old buttons to their new uniforms. In some instances, these Naval officers wore on their gray uniforms the buttons of their respective States. An instance of this is found in the uniform coat worn by Franklin Buchanan as commander of the ironclad ram, Virginia (Merrimac) at the battle of Hampton Roads in March, 1862. This coat, which is preserved in the Confederate room of the Maryland Historical Society, has Maryland buttons on the front and Virginia buttons on the sleeves. As Bu-

chanan was a Marylander and in command of the Virginia, this arrangement seems singularly appropriate.

None of the copies of the Regulations for the Navy of the Confederate States consulted by this writer describe the buttons to be worn. But Wynne of Richmond, who published the portfolio of Confederate Army uniforms, also issued in 1861 a portfolio of Confederate Navy uniforms. This excessively rare portfolio contains plates by Crehen showing the design for Confederate Navy buttons. The button is shown in three sizes and has a full-rigged ship under sail, on a plain background, with the letters "C. S. N." below, encircled by 15 stars and all within a rope border. The 15 stars, by the way, are the same number as on the Confederate battleflag. All the buttons of this description seen by the writer bear the name of E. M. Lewis & Company, Richmond, Va. They probably were made by that company and they are the finest button of Confederate manufacture found. For some reason these buttons are known among collectors as "Merrimac buttons," although there is no documentary evidence that they were worn by any of the "Virginia's" ("Merrimac's") officers. It seems curious that they were made only by the one firm, if that be true. The Confederate navy button most frequently found has on its face two crossed cannon, muzzles up, and fouled anchor with the letters "C. S. N." or "C. N." below, surrounded by a rope border. (Emilio No. 304) Those with the letters "C. S. N." in three sizes are found bearing the name of Firmin & Sons, London, or J. R. Gaunt & Son, London. It is interesting to note that the name of the Firmin company, said to be the oldest button-making firm in the world, in existence since the days of Queen Anne, appears on Confederate navy buttons in a variety of ways—"Firmings, London," "Firmin & Sons, Lt. London. Patent 2346," "Firmin & Sons, 153 Strand & 13 Conduit St, London" and "P & S Firmin, 153 Strand, London." Buttons of similar design, but with the letters "C. N." instead of "C. S. N.," bear the name of Courtney & Tennant, Charleston, S. C., but they were made in England. Also found, but quite rare, is a large overcoat button of hard rubber, 35 millimeters in diameter and pierced with four holes for sewing to garment. These bear the

crossed cannon and anchor and the letters "C. N." and on the reverse: "Courtney & Tennant, Charleston, S. C. Manton's Patent." And of these buttons we have a documentary record:

In a letter dated "Scotland, July 10, 1863," Commander James H. North, representative of the Confederate Navy Department, wrote to Secretary of the Navy Mallory in Richmond, saying in part:

"As our Navy is now in its infancy, and thinking that it would be your wish to have a uniformity in every thing, I have written to Mr. Tennant, a wholesale hardware merchant of Charleston, now in Liverpool, requesting him to obtain samples of everything we have ordered, rifles and pistols excepted, with the prices attached, so that I may send them to you by Lieutenant Whittle if he should be able to take charge of them. I hope you may approve of these patterns, as we have gotten them up with much care. These patterns represent the articles ordered by Commander Sinclair and myself. The swords and buttons are the same as used by Captain Semmes and his officers, and I think the same were carried home by Commander Pegram. I have never received a copy of the uniform, but from a published letter from Capt. Arthur Sinclair to his brother, he informs him, if I understand it correctly, that they are the pattern approved by the Department. I avail myself of this opportunity to call to the favorable notice of the Department the obligations we all are under to Mr. G. B. Tennant, of the firm of Courtney & Tennant, of Charleston, and also to Mr. James Galbraith of the House of Patrick Henderson & Company, of Glasgow."⁹

In another letter, dated "Bridge of Allan, April 23, 1863," Commander North writes to G. B. Tennant:

"I have made and will enclose you a drawing for the overcoat button, which I much prefer to the one you sent. Sinclair has also made one, but says that he is perfectly willing to take either. He agrees with me in thinking that if our brass buttons have "C. S. N." on them, the overcoat button should also have "C. S. N." on them, or, in a word, whatever ornament is one on one, the other should have also."¹⁰

⁹ Official Records of the Union and Confederate Navies. Series II, Vol. II., p. 458.

¹⁰ Official Records of the Union and Confederate Navies. Series II, Vol. II., p. 409.

Another Confederate navy button which is so seldom found as to suggest that its use was very limited has a Confederate battleflag resting on a fouled anchor on a background of horizontal lines, with "C. S. N." in Old English letters above. This button is evidently of English make, for it bears on the reverse a crown and "Rivet'd & Solder'd," but if we compare the design with that of the Adjutant General's Department button in the Emilio collection—No. 271—which is of French make, we cannot escape the conviction that they belong to the same series. Still another navy button referred to shows on a background of horizontal lines two crossed cannon and fouled anchor, surrounded by a chain border and above it "Deo Vindice." This button was made by Firmin of London and must have been designed after April 28, 1863, because on that date the Confederate Congress passed an Act to change the inscription on the Great Seal of the Confederacy from "Deo duce vincemus" to "Deo vindice."¹¹

No discussion of Confederate buttons could be complete without a reference to certain ones which are often mistaken for those made for and worn by the uniformed men of the Confederacy. One of these is a "C. S. A." button, gilt, convex and of regulation design, which bears on the reverse: "R. E. Wilson, Winston, N. C." They are found in both the large and the small sizes. These buttons are *not* of Confederate origin, and that statement is made on the authority of the man whose name appears on the back. The late Maj. R. E. Wilson, of Winston, commanded a battalion of sharpshooters in Lee's army and had a splendid war record. After the war he prospered and never lost interest in his former comrades. He organized several Camps of United Confederate Veterans and was a member of a group of veterans which wore the Confederate uniform on state occasions. The gray cloth was easy enough to get, but some of Major Wilson's comrades had difficulty in finding real Confederate buttons. And so Major Wilson at his own expense had the buttons made, probably by the Waterbury Button Company. And to make sure that they would *not* be mistaken for the real thing, Major Wilson had his own name stamped on them.

¹¹ Acts of the Confederate Congress. Vol. VI, p. 453.

Any kind of deception was as far from Major Wilson's personality as it is possible to imagine.

Another button which is frequently labeled "Confederate" is a gilt, convex one, bearing on its face the letters "C" and "S" intertwined in monogram form. Veteran collectors have been deceived by these buttons although they were made in the North and bear the maker's name. But these buttons were worn at one time by the Shattuck Cadets, of the famous boys school at Faribault, Michigan, which was founded in 1866. The cadet corps also wore a belt plate with the same insignia, and this, too, is often mistaken for a Confederate beltplate. Still a third button which causes confusion is that of the Citizens Steamship Company, which operated a line of boats between New York and Troy. It bears on its face the letters "C" and "S" ornamented and interlaced in monogram form, surrounded by a circle of 13 stars. It was made by Henry V. Allien & Company of New York and is listed in the Emilio Catalogue as No. 1418.

There is just one more chapter to this story of Confederate buttons before we write "finis." After the war, and while the South was still occupied territory, orders were issued forbidding the wearing of Confederate uniforms. But as few of the former Confederate soldiers had any clothing except their uniforms, this order had to be modified to ban the wearing of Confederate buttons or insignia of rank. Here again there was trouble. It was easy to remove the insignia of rank, but not so easy to remove the buttons, because there were no other buttons with which to replace the military ones and buttons were still needed to keep the pants on and the coats buttoned. And so the buttons were covered with cloth, often with black crepe. Every collection of Confederate buttons should include one with its post-war covering of cotton or crepe.

SHIP REGISTERS OF THE DISTRICT OF GLOUCESTER, 1789-1875.

COMPILED FROM THE GLOUCESTER CUSTOMS RECORDS,
NOW IN POSSESSION OF THE ESSEX INSTITUTE.

(Continued from Volume LXXIX, Page 192.)

NAUTILUS, sch., Beverly, 60 57/95 tons; built Pembroke, 1786; length, 57 ft. 6 in.; breadth, 17 ft. 6 in.; depth, 7 ft. Reg. Jan. 19, 1796. Abner Chapman, Isaac Thorndike, Beverly, owners; William Powland, master.

NAUTILUS, brig, 252 tons; built Newbury, 1812; length, 94 ft.; breadth, 24 ft. 7 in.; depth, 12 ft. 3½ in.; billet head; two decks, two masts, square stern. Reg. Aug. 13, 1831, "Temporary Register no. 37 issued Boston and Charlestown Feb. 22, 1831." William Stevens, Obadiah Woodbury, Isaac Somes, Jeremiah Foster, owners; Isaac Somes, master. Reg. June 12, 1834. Elias Davison, Isaac Somes, Jeremiah Foster, William Stevens. Elias E. Davison, Charles Davis, John W. Lowe, George H. Rogers, owners; Theodore Stanwood, master. Reg. 1855, dimensions changed, "Previous Enrollment no. 62 Salem Apr. 2, 1852." Addison Haskell, Edward Haskell, Rockport, owners; William Haskell, master. Reg. June 11, 1873, "Enrollment no. 116 issued May 14, 1872." Freeman Orne, Southport, Me., owner and master.

NELLIE GRANT, sch., Boston, 26 41/100 tons; built Chelsea, 1865; temporary; length, 53 ft.; breadth, 16 ft. 5 in.; depth, 6 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. June 13, 1870, "Enrollment no. 290 issued June 2, 1865." J. G. Nickerson, Boston, owner; Horatio Wilcox, master.

NEPTUNE, sch., 70 13/95 tons; built Duxbury, 1797; length, 61 ft.; breadth, 17 ft. 9 in.; depth, 7 ft. 5½ in. Reg. May 8, 1800. Fitz Wm. Sargent, owner; Abraham Williams, master. Reg. Aug. 10, 1801. Fitz Wm. Sargent, Daniel Rogers, owners; Henry Sayward, master. Reg. Mar. 26, 1804. Fitz Wm. Sargent, Daniel Rogers, jr., owners; John Hariden, master.

NEPTUNE, sch., Manchester, 98 19/95 tons; built Duxbury, 1812; length, 67 ft. 1 in.; breadth, 19 ft. 11½ in.; depth, 8 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Nov. 7, 1831, "Temporary Register no. 226 issued Boston and Charlestown Nov. 12, 1830." John Allen, Manchester, owner; Peter Ayres, master.

NEPTUNE'S BRIDE, sch., 90 68/95 tons; built Essex, 1859; length, 70 ft.; breadth, 20 ft. 4 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Dec. 19, 1859, "Carpenter's Certificate Essex Dec. 15, 1859." Charles Parkhurst, Jacob Olsen, owners; Jacob Olsen, master.

NEREUS, brig, 243 79/95 tons; built Duxbury, 1829; length, 96 ft. 5 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in.; billet head; two decks, two masts, square stern. Reg. Nov. 26, 1859, "Temporary Register no. 186 issued Boston July 5, 1859." George H. Rogers, owner; Eben Higgins, master.

NEW HARBOUR, sch., Eastham, 55 70/95 tons; built Essex, 1837; temporary; length, 54 ft. 6 in.; breadth, 15 ft. 10 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Aug. 24, 1838, "Enrollment no. 56 issued Wellfleet June 27, 1838." Elkanah C. Brackett, Eastham, Adam Boyd, Essex, owners; Elkanah C. Brackett, master.

NEW YORK, sch., South St. George, 47 41/95 tons; built Essex, 1824; temporary; length, 52 ft. 10 in.; breadth, 15 ft. 8 in.; depth, 6 ft. 7½ in.; billet head; one deck, two masts, square stern. "Enrollment no. 44 issued Mar. 11, 1837." Adam Marshall, South St. George, Me., owner and master.

N. H. PHILLIPS, sch., 66 93/100 tons; built Gloucester, 1870; length, 74 ft. 5 in.; breadth, 22 ft. 3 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 29, 1870, "Enrollment no. 47 issued Feb. 28, 1870." Benjamin F. Allen, Michael Walen, William McDonald, Daniel Allen, owners; William McDonald, master.

NIGER, brig, 205 2/95 tons; built Medford, 1822; length, 88 ft. 5 in.; breadth, 22 ft. 10 in.; depth, 11 ft. 5 in.; billet head; two decks, two masts, square stern. Reg. Apr. 21, 1842, "Temporary Register no. 394 issued Boston Dec. 10, 1841." George H. Rogers, owner; Adna Bates, master. Reg. Oct. 24, 1842. George H. Rogers, Samuel Sayward. Charles Fitz, owners; Charles Fitz, master. Reg. July 10, 1844. George H. Rogers, Charles Fitz, owners; William E. Her-rick, master.

NILE, sch., New Castle, N. H., 54 42/95 tons; built Essex, 1846; temporary; length, 56 ft. 4 in.; breadth, 16 ft. 1½ in.; depth, 6 ft. 10½ in.; billet head; one deck, two masts, square stern. Reg. Dec. 30, 1858, "Enrollment no. 90 issued Apr. 9, 1856." Thomas E. Oliver, Samuel Baston,

New Castle, N. H., William Marvin, Portsmouth, N. H., owners; Albert H. White, master.

NORMAN, sch., 120 6/95 tons; built Camden, Me., 1836; length, 74 ft. 10½ in.; breadth, 21 ft. ½ in.; depth, 8 ft. 8½ in.; billet head; one deck, two masts, square stern. Reg. Feb. 18, 1840, "Enrollment no. 5 issued Feb. 11, 1840." Adam Boyd, Essex, William F. Davis, Daniel Gaffney, George Shackelford, owners; George Shackelford, master. Reg. June 21, 1841. William F. Davis, Daniel Gaffney. owners; same master. Reg. Nov. 3, 1842, "Temporary Register no. 48 issued Norfolk, Dec 10, 1841." Daniel Gaffney, William F. Davis, George Shackelford, owners; same master.

NORTH CAROLINA, sch., St. George, Me., 73 7/95 tons; built St. George, Me., 1826; temporary; length, 64 ft. 8 in.; breadth, 20 ft. 1 in.; depth, 6 ft. 7 in.; one deck, two masts, square stern. Reg. Dec. 1, 1835, "Enrollment no. 78 issued Thomaston, Me., Oct. 26, 1831." Richard Martin, Thomas Martin, St. George, Me., owners; Thomas Hooper, master.

NORTH STAR, sch., 78 87/95 tons; built Essex, 1853; length, 67 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 7, 1858, "Enrollment no. 24 issued Feb. 17, 1857." Charles Parkhurst, Alexander Nickerson, owners; Alexander Nickerson, master. Reg. Nov. 23, 1859, "Enrollment no. 112 issued Apr. 15, 1859." Same owners and master.

NORTHERN EAGLE, sch., Harpswell, Me., 78 81/95 tons; built Gloucester, 1857; temporary; length, 65 ft.; breadth, 20 ft. 3 in.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. Apr. 11, 1857. Hugh Sinnet, Isaac Littlejohn, Robert Blake, Harpswell, Me., John Marston, Lynn, William Jaques, Charlestown, owners; Hugh Sinnet, master. Reg. May 11, 1870, "Enrollment no. 140 issued Apr. 28, 1868." Josiah Nickerson, Nathaniel Blanchard, John Gorham, John G. Trisden, Hooker O. Trisden, William Brackett, Patrick Cullen, Thomas W. Thing, Ansell F. Nesbit, Swampscott, Richard M. Simmons, Abigail Nickerson, Eli C. Marsh, Charlestown, Warren Brown, owners. Josiah Nickerson, master.

NOR' WESTER, sch., 157 37/95 tons; built Essex, 1860; length, 86 ft.; breadth, 23 ft. 10 in.; depth, 8 ft. 9 in.; billet head; one deck, two masts, square stern. Reg. Dec. 5, 1860, "Carpenter's Certificate Essex Dec. 5, 1860." Charles H. Pew, John Pew, owners; Daniel Hillier, master. Reg. Nov. 23, 1867, "Enrollment no. 209 issued July 16, 1867." Same owners; John B. Foster, master.

NOTICE, sch., 66 50/100 tons; built Essex, 1868; length, 71 ft.; breadth, 21 6/100 ft.; depth, 7 35/100 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 6, 1872, "Enrollment no. 34 issued Jan. 16, 1872." Knud Markerson, Daniel Poland, jr., owners; Knud Markerson, master.

NEMPH, sch., 99 13/95 tons; built Bath, 1803; length, 69 ft. 4½ in.; breadth, 21 ft. 2 in.; depth, 7 ft. 10 in.; one deck, two masts, square stern. Reg. Feb. 8, 1812, "Register no. 215 Boston Aug. 2, 1811." Obadiah Woodbury, William Hales, William Warner, owners; William Warner, master.

OAK GROVE, sch., Harwich, 34 38/95 tons; built Essex, 1847; temporary; depth, 5 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Feb. 20, 1848, "Previous Enrollment no. 6 Harwich, May 11, 1847." Reuben Newcomb, jr., Harwich, owner and master.

OASIS, sch., 32 10/95 tons; built Essex, 1838; length, 45 ft. 6 in.; breadth, 13 ft. 6 in.; depth, 6 ft. ½ in.; billet head; one deck, two masts, square stern. Reg. Nov. 10, 1840, "Enrollment no. 75 issued July 16, 1839." Jonathan Norwood, Elias Norwood, Biddeford, Me., owners; Jonathan Norwood, master.

OCEAN, brig, 163 58/95 tons; built Braintree, 1807; length, 77 ft.; breadth, 22 ft. 1 in.; depth, 11 ft. ½ in.; two decks, two masts, square stern. Reg. May 29, 1810, "Temporary Register no. 282 granted Boston, Aug. 15, 1809." John Manning, owner; Solomon Stanwood, master. Reg. Mar. 2, 1813. John Somes, William Pearce, James Hayes, Benjamin K. Hough, William Coffin, Addison Plummer, Robert Elwell, Jr., owners; John Woodbury, master. Reg. Mar. 27, 1816. John Manning, owner; William Sayward, master.

OCEANA, bark, 242 3/95 tons; built Plymouth, 1834; breadth, 23 ft. 10 in.; figure head, bust; two decks, three masts, square stern. Reg. 1856, "Previous Temporary Register Boston, Nov. 30, 1855." George H. Rogers, owner.

OCEAN FLOWER, sch., 91 23/95 tons; built Essex, 1860; length, 71 ft.; breadth, 20 ft. 4 in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Nov. 30, 1860, "Enrollment no. 211 issued July 17, 1860." Charles Parkhurst, owner; Abdon K. Gove, master.

OLEANDER, sch., Essex, 96 37/95 tons; built Essex, 1855; length, 72 ft. 6 in.; breadth, 19 ft. 2 in.; depth, 7 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 137 Aug. 6, 1855." Benjamin Courtney, Essex, owner; Llewellyn Reed, master.

OLINDA, sch., Booth Bay, Me., 44 65/95 tons; built Essex, 1830; temporary; length, 49 ft. 7 in.; breadth, 15 ft. 2 in.; depth, 6 ft. 11 in.; one deck, two masts, pink stern. Reg. Feb. 23, 1839, "Enrollment no. 7 issued Mar. 2, 1838." Pals G. Maddocks, Booth Bay, Me., owner; Samuel Pearce, master.

OLIVE sch., Boothbay, Me., 40 tons; built Ipswich, 1817; temporary; length, 46 ft. 11 in.; breadth, 14 ft. 4 in.; depth, 6 ft. 11 in.; one deck, two masts, pink stern. Reg. Dec. 26, 1818, "Enrollment no. 2 granted Mar. 4, 1818." Jonathan Pearse, Boothbay, Me., owner and master.

OLIVE BRANCH, ship, 166 26/95 tons; built Bradford, 1785; length, 69 ft. 3 in.; breadth, 22 ft.; depth, 11 ft.; figure head, Woman. Reg. Jan. 9, 1790. David Pearce, owner; William Hutchings, master.

OLIVE BRANCH, sch., 13 85/95 tons; built Newbury, 1790; length, 30 ft.; breadth, 10 ft.; depth, 5 ft. 6 in.; figure head, Woman. Reg. June 3, 1791. John Beach, owner; Benjamin Sayward, master.

OLIVE BRANCH, sch., Vinalhaven, 20 18/95 tons; built Ipswich, 1805; temporary; length, 36 ft. 9 in.; breadth, 11 ft. 3/4 in.; depth, 5 ft. 9 in.; one deck, two masts, pink stern. Reg. Dec. 1, 1819. "Enrollment no. 19 granted Apr. 12, 1819." John Carver, John Ary, Vinalhaven, owners; John Ary, master.

OLIVE BRANCH, sch., Wellfleet, 45 85/95 tons; built Gloucester, 1818; temporary; length, 50 ft. 7 in.; breadth, 14 ft. 4 1/2 in.; depth, 7 ft. 2 3/4 in.; one deck, two masts, pink stern. Reg. Mar. 5, 1819, "Enrollment no. 62 granted July 16, 1818." Whitefield Witherell, Samuel B. Smith, Samuel Smith, Wellfleet, owners; Samuel B. Smith, master.

ONTARIO, sch., 122 9/95 tons; built Duxbury, 1810; length, 71 ft. 8 in.; breadth, 21 ft. 3 1/2 in.; depth, 9 ft. 3 in.; one deck, two masts, square stern. Reg. May 2, 1818. "Enrollment no. 16 granted Boston Feb. 28, 1818." William Babson, jr., Joseph Babson, Obadiah Woodbury, owners; Stephen L. Davies, master.

ONTARIO, sloop, 78 76/95 tons; built Essex, 1826; length, 62 ft. 1 in.; breadth, 18 ft. 3 in.; depth, 8 ft. 1/2 in.; one deck, two masts, square stern. Reg. Nov. 9, 1831, "Enrollment no. 113 issued Dec. 29, 1829." Israel Trask, owner; John E. Trask, master. Reg. July 19, 1832, "Enrollment no. 84 issued July 5, 1832." Same owner and master. Reg. Apr. 13, 1833, "Enrollment no. 53 Apr. 6, 1833." Same owner and master. Reg. Oct. 7, 1833, "Temporary Register no. 206

issued Boston & Charlestown, July 31, 1833." Same owner and master. Reg. Mar. 22, 1841. Jonathan Shepley, Job Ingraham, O. P. Shepherd, Cambden, Me., owners; Jacob Graffam, master.

ONTARIO, sch., 91 29/100 tons; built Gloucester, 1873; length, 81 ft. 5 in.; breadth, 22 ft. 7 in.; depth, 8 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Nov. 25, 1874, "Enrollment no. 85 issued Apr. 1, 1873." John J. Pew, John Pew, Charles H. Pew, owners; Charles H. Nute, master.

ONWARD, sch., 45 47/100 tons; built Gloucester, 1852; length, 61 ft. 8 in.; breadth, 18 ft. 6 in.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. Oct. 28, 1870, "Enrollment no. 13 issued Jan. 28, 1869." James G. Tarr, David Tarr, Stephen Dodd, owners; Reuben Joyce, master.

ORAZIMBO, sch., Chatham, 64 79/95 tons; built Essex, 1846; temporary; length, 59 ft. 5 in.; breadth, 16 ft. 8 in.; depth, 7 ft. 5 $\frac{3}{4}$ in.; billet head; one deck, two masts, square stern. Reg. Mar. 23, 1848, "Previous Enrollment Apr. 7, 1847." ———Hammond, Chatham, owner and master.

OREGON, sch., 67 13/95 tons; built Essex, 1845; length, 60 ft. 10 in.; breadth, 17 ft. 8 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 78 Apr. 19, 1855." Samuel Wonson, Samuel G. Wonson, jr., George F. Wonson, owners; William R. McLarren, master. Reg. 1855, "Previous Enrollment no. 173 July 31, 1851." Same owners; Thomas Harvey, master.

OREGON, sch., Rockland, 40 17/100 tons; built Vinalhaven, Me., 1800; temporary; length, 57 ft. 6 in.; breadth, 17 ft. 5 in.; depth, 6 ft.; billet head; one deck, two masts, square stern. Reg. May 17, 1870, "Enrollment no. 45 issued Rockland, Me., Apr. 11, 1866." Lucy W. Snow, Rockland, Me., owner; B. W. Candage, master.

ORIOLE, sch., Vinalhaven, Me., 35 18/95 tons; built Essex, 1839; temporary; length, 47 ft.; breadth, 13 ft. 10 in.; depth, 6 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Nov. 22, 1844, "Enrollment no. 95 issued Nov. 12, 1839." Moses Mills, Jesse Calderwood, jr., Ezra Calderwood, 2d., William M. Burgess, Vinalhaven, Me., owners; Jesse C. Mills, master.

ORIZABA, brig, 129 74/95 tons; built Essex, 1835; length, 75 ft. 11 in.; breadth, 19 ft. 11 in.; depth, 9 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Oct. 9, 1833, "Register no. 260 issued Port of New York, Aug. 27, 1833."

Adam Boyd, Essex, William Nye, Salisbury, Charles Davis, owners; Charles Davis, master.

ORLANDO, brig, 128 26/95 tons; built Newbury, 1795; length, 71 ft.; breadth, 20 ft. 10 in.; depth, 10 ft. Reg. May 28, 1795. John Stevens Ellery, John Stevens Ellery, jr., owners; John Stevens Ellery, jr., master.

ORLANDO, sch., 129 69/95 tons; built Ohio, Co. of Gallia, 1809-10; length, 72 ft.; breadth, 21 ft. 4 in.; depth, 9 ft. 9 in.; one deck, two masts, round stern. Reg. June 13, 1811, "Temporary Enrollment no. 1 issued New Orleans, Feb. 23, 1811." Elias Davison, Joseph Babson, William Beach, owners; Joseph Babson, master. Reg. Oct. 19, 1811. Elias Davison, Joseph Babson, owners; same master. Reg. Mar. 12, 1812. Joseph Babson, Samuel Pearce, George W. Pearce, owners; same master. Reg. July 18, 1812. Elias Davison, John Stacy, Eliphalet Davis, owners; same master. Reg. Dec. 23, 1812. John Beach, owner; William F. Haskell, master.

ORLEANS, brig, 114 65/95 tons; built Kittery, 1813; length, 73 ft. 7 in.; breadth, 20 ft. 1 in.; depth, 8 ft. 9 1/2 in.; one deck, two masts, square stern. Reg. Apr. 3, 1813, "Master Carpenter's Certificate Mar. 16, 1813." Addison Plummer, Nathaniel Smith, owners; John Haskell, jr., master.

OSCAR, sch., Mt. Desert, Me., 59 tons; built Gloucester, 1829; temporary; length, 55 ft. 2 in.; breadth, 16 ft. 2 in.; depth, 7 ft. 7 1/2 in.; one deck, two masts, pink stern. Reg. Mar. 23, 1843, "Enrollment no. 9 issued Feb. 25, 1841." Israel B. Lunt, Mt. Desert, Me., owner; John Pumroy, master.

OSEOLA, sch., Lynn, 21 92/95 tons; built Salisbury, 1836; temporary; length, 40 ft. 6 in.; breadth, 12 ft. 2 in.; depth, 5 ft. 2 in.; one deck, two masts, square stern. Reg. Nov. 28, 1836, "Enrollment no. 38 issued Newburyport, May 29, 1836." Fitz W. Griffin, Ebenezer S. Martin, John B. Harris, George Harriden, Lynn, owners; Fitz W. Griffin, master.

OTHO, sloop, Newburyport, 83 tons; built Saco, Me., 1807; temporary; length, 66 ft. 5 in.; breadth, 20 ft. 11 in.; depth, 7 ft.; one deck, one mast, square stern. Reg. May 29, 1830, "Enrollment no. 11 issued Newburyport, Apr. 2, 1827." Elias Haskell, Newburyport, Benjamin Goodrich, jr., Biddeford, Me., owners; Benjamin Hillier, master.

OTIS, sch., Vinalhaven, Me., 36 12/95 tons; built Essex, 1829; temporary; length, 45 ft. 8 in.; breadth, 14 ft. 2 1/2

in.; depth, 6 ft. 6 in.; one deck, two masts, pink stern. Reg. Nov. 25, 1831, "Enrollment no. 3 issued Feb. 28, 1831." Timothy Fernald, James Fernald, James Pearce, Vinalhaven, Me., owners; Timothy Fernald, master.

PACIFIC, sch., Boothbay, Me., 54 6/95 tons; built Essex, 1825; temporary; length, 53 ft. 5 in.; breadth, 16 ft. 7 in.; depth, 7 ft. 1½ in.; billet head; one deck, two masts, square stern. Reg. Apr. 18, 1827, "Enrollment no. 12 issued Mar. 11, 1826." Samuel Pearce, Jonathan Pearce, Boothbay, Me., owners; Samuel Pearce, master.

PACIFIC, sloop, Charlestown, 70 69/95 tons; built Saybrook, Conn., 1819; temporary; length, 72 ft. 7 in.; breadth, 22 ft. 7 in.; depth, 6 ft. 6 in.; one deck, one mast, square stern. Reg. Jan. 5, 1836, "Enrollment no. 106 issued Nov. 9, 1835." James Hardin, Charlestown, Mass., owner; Daniel Webber, master.

PACIFIC, sch., Southport, Me., 78 40/95 tons; built Essex, 1851; temporary; length, 67 ft. 5 in.; breadth, 19 ft.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 5, 1851, "Previous Enrollment June 3, 1851." William Peirce, Porter Peirce, Southport, Me., and others, owners; Porter Peirce, master.

PACKETT, sloop, 45 55/95 tons, built Wells, 1786; length, 55 ft. 1 in.; breadth, 17 ft. 4 in.; depth, 5 ft. 7 in. Reg. Mar. 28, 1798. David Plumer, Benjamin K. Hough, owners; Joseph Smith, master. Reg. Apr. 2, 1799. Joseph Lord, Ipswich, Jonathan Kimball, owners; Isaac Stanwood, master. Reg. June 21, 1802. John Soul, Freeport, owner and master.

PALESTINE, brig, Rockport, 111 32/95 tons; built Hallowell, Me., 1836; length, 75 ft. 8 in.; breadth, 25 ft. 6 in.; depth, 7 ft. 10 in.; figure head, Woman. Reg. July 21, 1842, "Enrollment no. 66 issued June 25, 1841." Joseph L. Sturtevant, Henry Dennis, Reuben Brooks, jr., William H. Sturtevant, William P. Burns, Rockport, owners; Joseph L. Sturtevant, master.

PALLADIUM, sch., Manchester, 86 90/95 tons; built Manchester, 1819; length, 67 ft.; breadth, 18 ft. 1¼ in.; depth, 8 ft. 1½ in.; one deck, two masts, square stern. Reg. July 3, 1821, "Temporary Register no. 43 issued Salem, Dec. 12, 1820." John Knight, Manchester, owner; Michael W. Larcom, master. Reg. Oct. 25, 1825, "Enrollment no. 48 issued June 12, 1824." Same owner and master.

PAMAHO, brig, Deer Isle, Me., 168 tons; built Dresden, Me., 1847; temporary; length, 90 ft. 2 in.; breadth, 23 ft.

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93¼ in.; depth, 8 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Sept. 19, 1856, "Previous Enrollment no. 48 Sedgwick, July 25, 1855." Charles S. Haskell, Deer Isle, Me., owner; Farnum Haskell, master.

PARAGON, sch., Dennis, 46 30/95 tons; built Essex, 1832; temporary; length, 52 ft. 3 in.; breadth, 15 ft. 10 in.; depth, 6 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Apr. 11, 1839, "Enrollment no. 114 issued June 15, 1836." Freeman Baker, Elisha Baker, Yarmouth, Zenas Hawes, jr., Ezra Hall, Jeremiah Hawes, jr., Dennis, owners; Zenas Hawes, jr., master.

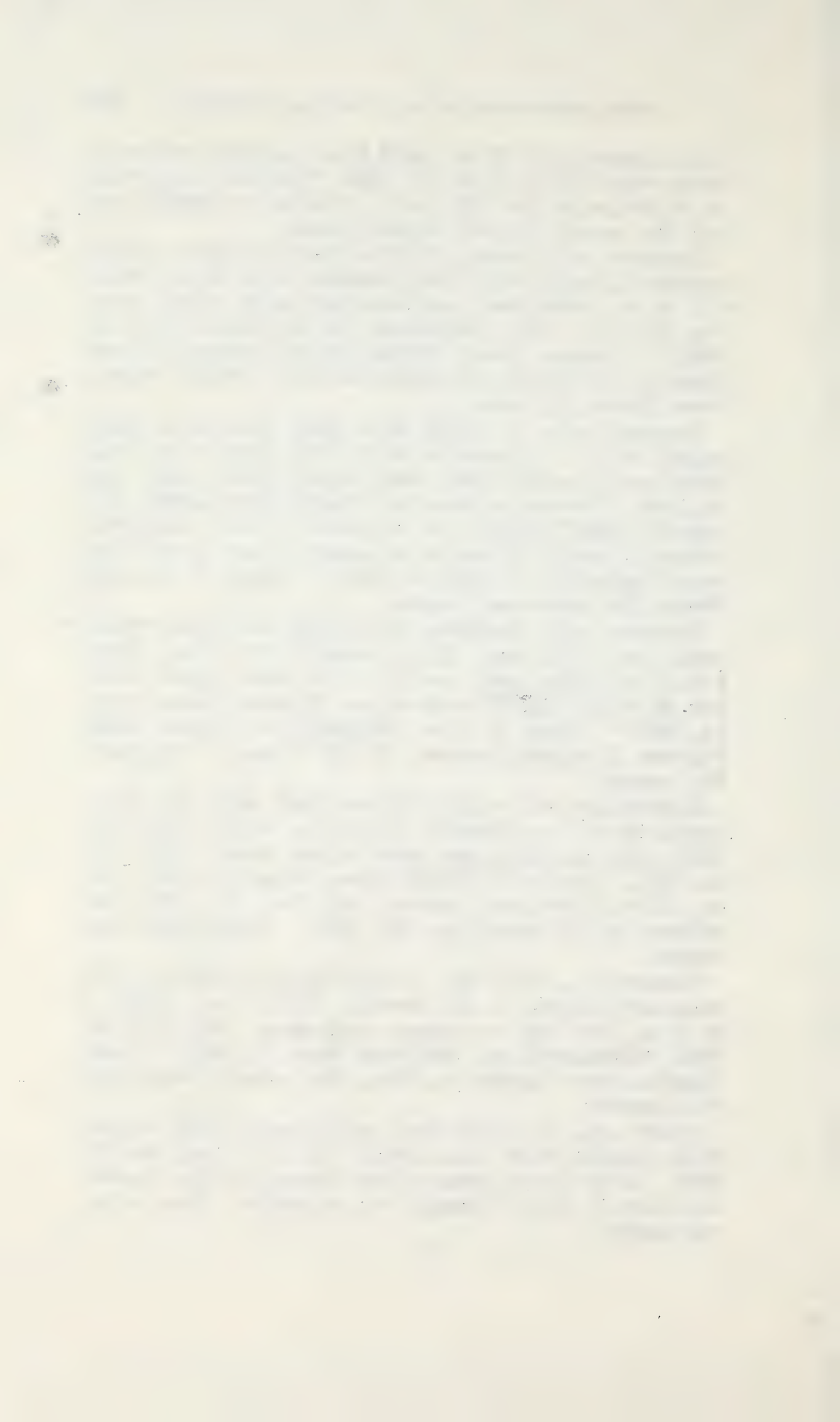
PARAGON, sch., 57 52/95 tons; built Gloucester, 1823; length, 53 ft. 1 in.; breadth, 16 ft. 7 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Aug. 14, 1855, "Previous Register no. 3 South West Harbor, Me., June 26, 1855." Timothy H. Langsford, William Langsford, owners; Timothy H. Langsford, master. Reg. 1855, "Previous Register no. 37 Aug. 14, 1855." George W. Gamage, Bristol, Me., owner and master.

PARAGON, sch., Hampden, 39 44/100 tons; built Westbrook, Me., 1825; length, 57 ft.; breadth, 15 ft. 7 in.; depth, 7 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. May 24, 1870, "Enrollment no. 13 issued Bangor, Apr. 25, 1867." Henry H. Rice, Benjamin B. Thomas, Lewis Barrows, Hampden, owners; W. H. Plumer, Winterport, Me., master.

PATHFINDER, sch., 67 26/100 tons; built Bath, Me., 1871; length, 73 ft. 9 in.; breadth, 21 ft. 5 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Nov. 23, 1871. Charles H. Fifield, Salem, James Cushing, owners; Edward Stapleton, master. Reg. Nov. 22, 1872, "Enrollment no. 85 issued Apr. 20, 1872." Same owners and master.

PATRIOT, sch., Eden, Me., 31 6/95 tons; built Essex, 1828; temporary; length, 41 ft.; breadth, 13 ft. 3 in.; depth, 6 ft. 9 in.; one deck, two masts, pink stern. Reg. May 20, 1842, "Enrollment no. 133 issued Sept. 6, 1836." Jacob Higgins, Jesse Higgins, jr., Eden, Me., owners; Jacob Higgins, master.

PATTY, sch., 77 40/95 tons; built Boston, 1783; length, 51 ft.; breadth, 19 ft. 8 in.; depth, 7 ft. 4 in. Reg. Dec. 19, 1789. David Pearce, owner; John Stevens Girdler, master. Reg. May 14, 1791. Changed to a brigantine. Same owner and master.



PAUL PRY, sch., Harpswell, Me., 56 37/95 tons; built Essex, 1828; temporary; length, 55 ft. 6 in.; breadth, 16 ft. 3 in.; depth, 7 ft. 2½ in.; one deck, two masts, pink stern. Reg. Nov. 14, 1838, "Enrollment no. 74 issued July 20, 1838." Hugh Sinnet, Hugh Sinnet, 2d, William Orr, Ralph Johnston, Isaac Johnston, Sinnet Orr, Harpswell, Me., owners; Hugh Sinnet, master.

PEACE, sch., Duxbury, 20 50/95 tons; built Ipswich, 1814; temporary; length, 37 ft. 3 in.; breadth, 11 ft. 7½ in.; depth, 5 ft. 6½ in.; one deck, two masts, pink stern. Reg. Nov. 21, 1834, "Enrollment no. 11 issued Mar. 1, 1830." Samuel G. Winson, George Winson, jr., Duxbury, owners; Samuel G. Winson, master.

PEARL, sch., Vinalhaven, Me., 61 38/95 tons; built Essex, 1831; temporary; length, 57 ft. 3 in.; breadth, 17 ft. 1½ in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Dec. 14, 1833, "Enrollment no. 36 issued Mar. 25, 1833." James Ginn, Phineas Ginn, Freeman Hall, Reuben Leadbetter, Vinalhaven, Me., owners; James Ginn, master. Reg. 1856, "Previous Enrollment no. 21 issued Mar. 21, 1855." Robert A. Dyer, Vinalhaven, Me., owner and master.

PEMBROKE, sch., Eastport, Me., 142 80/95 tons; built Pembroke, Me., 1832; temporary; length, 81 ft. 7¾ in.; breadth, 22 ft. 11½ in.; depth, 8 ft. 8½ in.; billet head; one deck, two masts, square stern. Reg. Jan. 27, 1834, "Enrollment no. 2 issued Passamaquody, Jan. 9, 1833." Ezekiel Foster, Eastport, Me., Nathaniel F. Deering, Edward M. Wildrage, Portland, Me., owners; John Keyes, Me., master.

PENNSYLVANIA, sch., Orleans, built Essex, 1848; billet head; one deck, two masts, square stern. Reg. Mar. 31, 1853. Jonathan Higgins, Orleans, Tracy Kenney, Herman Doane, — Cole, Herman Smith, Augustus Percival, Joshua Stevens, Jonathan Young, Obed Crosby, — Small, Victory Sparrow, owners.

PERSEVERANCE, brig, 170 tons; built Passamaquody, 1807; length, 81 ft. 6 in.; breadth, 23 ft. 3 in.; depth, 10 ft. 3 4/10 in.; one deck, two masts, square stern. Reg. May 13, 1820, "Register no. 479 granted Boston, Nov. 23, 1815." Jonathan Brown, jr., Charles Sawyer, owners; John Corliss, master.

PETER D. SMITH, sch., 69 49/100 tons; built Essex, 1868; length, 72 ft. 5 in.; breadth, 21 ft.; depth, 7 ft. 5 in.; billet

head; one deck, two masts, square stern. Reg. Nov. 23, 1870, "Enrollment no. 212 issued Sept. 15, 1868." Peter D. Smith, Fitz E. Oakes, owners; Adoniram Burnham, master. Reg. Nov. 21, 1871, "Enrollment no. 43 issued Feb. 27, 1871." Same owners and master. Reg. Nov. 21, 1872, "Enrollment no. 49 issued Mar. 16, 1872." Same owners and master.

PHENIX, sch., Portland, 100 22/95 tons; built Portland, 1803; temporary; length, 67 ft. 9 in.; breadth, 20 ft. 5½ in.; depth, 8 ft. 1 in.; one deck, two masts, square stern. Reg. Oct. 26, 1804, "Enrollment and License dated Port of Portland and Falmouth, Oct. 7, 1803." Hugh McLellan, Joseph McLellan, Lemuel Weeks, William C. Weeks, William Moulton, jr., Portland, owners; John L. Lewis, master.

PHENIX, sch., 58 32/95 tons; built Essex, 1823; length, 55 ft. 5 in.; breadth, 16 ft. 2 in.; depth, 7 ft. 5 in.; one deck, two masts, square stern. Reg. May 18, 1832, "Enrollment no. 49 issued Apr. 6, 1832." John P. Ober, Joseph Fears, Robert Fears, owners; Nathaniel Blachford, jr., master.

PHILOSOPHER, sch., Wellfleet, 20 12/95 tons; built Essex, 1828; temporary; length, 36 ft. 11 in.; breadth, 12 ft. 1 in.; depth, 5 ft. 4 in.; one deck, two masts, square stern. Reg. Nov. 21, 1835, "Enrollment no. 40 issued Mar. 26, 1834." Nathan Kemp, Asa Hawes, Wellfleet, owners; Nathan Kemp, master.

PHOENIX, sch., 71 43/95 tons; built Newburyport, 1785; length, 49 ft.; breadth, 17 ft. 6 in.; depth, 7 ft. 7 in. Reg. June 28, 1790. David Pearce, owner; James Blake, jr., master.

PICKERING, brig, 255 91/95 tons; built Newbury, 1811; length, 94 ft.; breadth, 24 ft. 9½ in.; depth, 12 ft. 4¾ in.; figure head, woman; two decks, two masts, square stern. Reg. Dec. 30, 1811, "Temporary Register no. 63 Newburyport Oct. 23, 1811." Fitz William Sargent, Benjamin K. Hough, Elias Davis, owners; Elias Davis, master. Reg. May 25, 1815. Same owners; Charles L. Sargent, master. Reg. Jan. 11, 1817. Elias Davis, Fitz William Sargent, owners; Elias Davis, master.

PILGRIM, sch., Boothbay, 21 1/95 tons; built Ipswich, 1811; temporary; length, 38 ft. 1 in.; breadth, 11 ft. 3 in.; depth, 5 ft. 8 in.; one deck, two masts, pink stern. Reg. Mar. 5, 1834, "Enrollment no. 47 issued Apr. 1, 1833." John Hodgdon, Boothbay, Me., owner; Freeman Hodgdon, master.



PILOT, sch., Dennis, 74 93/95 tons; built Gloucester, 1833; temporary; length, 62 ft. 6 in.; breadth, 18 ft. 8 in.; depth, 7 ft. 5¼ in.; billet head; one deck, two masts, square stern. Reg. Feb. 23, 1835, "Enrollment no. 90 issued July 28, 1834." George Thacher, Boston, Freeman Crowell, jr., Freeman Crowell, Waterman Crowell, Eleazer Crowell, Caleb Crowell, Dennis, owners; Freeman Crowell, jr., master.

PILOT, sch., 65 58/95 tons; built Essex, 1845; length, 60 ft. 7 in.; breadth, 17 ft. 1 in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Nov. 16, 1860, "Enrollment no. 143 issued Apr. 21, 1860." Horatio Babson, jr., William B. Lufkin, owners; Charles Forbes, master.

PLANET, sch., Harperstown, Me., 57 5/95 tons; built Essex, 1835; temporary; length, 51 ft. 10 in.; breadth, 16 ft. 4 in.; depth, 6 ft. 10 in.; one deck, two masts, pink stern. Reg. 1846, "Previous Enrollment no. 32 issued Mar. 23, 1846."

PLEIADES, brig, 284 11/95 tons; built Bath, Me., 1828; length, 98 ft. 4 in.; breadth, 25 ft. 5¾ in.; depth, 12 ft. 8⅞ in.; billet head; two decks, two masts, square stern. Reg. Nov. 16, 1844, "Temporary Register no. 88 issued Boston, Apr. 9, 1844." George H. Rogers, Charles Fitz, owners; James A. Collins, master. Reg. Oct. 1, 1847.

POCOMTUCK, sch., Rockport, 75 68/95 tons; built Machias, Me., 1847; length, 67 ft. 7 in.; breadth, 17 ft. 3 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 14 Hingham, May 10, 1852." Charles Rowe, jr., Clifford Babson, Eleazer Boynton, David P. Boynton, Francis Rowe, jr., Rockport, owners; Charles Rowe, jr., master. Reg. 1856, "Previous Enrollment May 11, 1855." Same owners and master. Reg. Nov. 12, 1858, "Enrollment no. 185 issued Dec. 11, 1856." Same owners and master. Reg. Apr. 10, 1860, "Enrollment no. 46, issued Feb. 2, 1859." Same owners; Emerson Colby, master.

POLLY, bgtne., 127 49/95 tons; built Biddeford, 1785; length, 58 ft. 9 in.; breadth, 20 ft. 4 in.; depth, 10 ft. 2 in. Reg. Feb. 26, 1790. Joseph Foster, owner; Benjamin Foster, master.

POLLY, ship, 241 1/95 tons; built Island of Great Britain; length, 79 ft. 6 in.; breadth, 24 ft.; depth, 12 ft. Reg. Feb. 27, 1790. David Pearce, owner; Jonathan Coffin, master.

POLLY, sch., 68 47/95 tons; built Scituate, 1784; length,

59 ft.; breadth, 18 ft.; depth, 7 ft. 6 in. Reg. Mar. 4, 1791. Philemon Haskell, owner and master.

POLLY, sch., 69 $7/95$ tons; built Bradford, 1789; length, 60 ft. 6 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 6 in. Reg. Jan. 8, 1794. David Pearce, owner; Epes Ellery, master. Reg. May 26, 1800. Mayo Gerrish, Newbury, owner and master.

POLLY, sloop, 44 $64/95$ tons; built Newbury, 1793; length, 52 ft. 3 in.; breadth, 17 ft. 1 in.; depth, 5 ft. 11 in. Reg. Apr. 10, 1797. Joshua Riggs, David Tarr, jr., Samuel Riggs, owners; Samuel Riggs, master. Reg. June 3, 1801. Samuel Riggs, David Tarr, owners; Robert Tarr, master.

POLLY, sch., Belfast, 27 $60/95$ tons; temporary; length, 42 ft. 7 in.; breadth, 13 ft. 6 in.; depth, 5 ft. 11 in.; square stern. Reg. May 20, 1815, "Adjudged forfeited for a breach of the laws of the U. S. by a decree of the District Court at Boston, Mar. 1815." Thomas Stewart, owner and master.

POLLY, sch., 71 $22/95$ tons; rebuilt Gloucester, 1833; length, 59 ft. 4 in.; breadth, 18 ft. 6 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 25, 1833, "Enrollment no. 78 issued May 20, 1833." Abraham Elwell, Frederick G. Low, owners; Daniel D. Driskell, master.

PORPOISE, sch., Deer Isle, 61 $74/95$ tons; rebuilt Deer Isle, 1838; temporary; length, 56 ft. 9 in.; breadth, 16 ft. 1 in.; depth, 7 ft. 9 in.; billet head; one deck, two masts, pink stern. Reg. Dec. 27, 1838, "Enrollment no. 41 issued Port of Castine, Apr. 30, 1838." Henry Wilson, Ipswich, owner; Asa Turner, master.

PORTLAND PACKETT, sloop, Portland, 63 $51/95$ tons; built Portland, 1789; length, 46 ft. 2 in.; breadth, 18 ft. 10 in.; depth, 7 ft.; figure head, woman. Reg. Dec. 4, 1798. Bela Blanchard, John Thorp, Thomas Robinson, Thomas Cumming, Portland, owners; Bela Blanchard, master.

POTOSI, sch., Vinalhaven, 41 $2/95$ tons; built Essex, 1824; temporary; length, 48 ft. 4 in.; breadth, 14 ft. $4\frac{1}{2}$ in.; depth, 6 ft. $9\frac{1}{2}$ in.; one deck, two masts, square stern. Reg. Nov. 17, 1832, "Enrollment no. 100 issued Dec. 28, 1830." John Smith, Vinalhaven, Me., owner and master.

PREMIUM, brig, 173 $86/95$ tons; built Hadham, Conn., 1829; length, 80 ft. 6 in.; breadth, 23 ft. 9 in.; depth, 10 ft. 6 in.; billet head; square stern. Reg. June 10, 1840, "Temporary Register No. 36 issued Wilmington, N. C., June 19, 1839." Isaac Somes, John Sayward, owners; Thomas J. Foster, master.

PREMIUM, sch., 63 50/95 tons; built Essex, 1834; length, 58 ft. 3 in.; breadth, 16 ft. 3½ in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. June 15, 1857, "Previous Enrollment no. 26, Barnstable Mar. 22, 1856." Daniel Gaffney, owner; George J. Knights, master.

PRESIDENT, sch., Provincetown, 38 68/95 tons; built Gloucester, 1818; temporary; length, 47 ft.; breadth, 13 ft. 8½ in.; depth, 6 ft. 11 in.; one deck, two masts, pink stern. Reg. Feb. 5, 1819, "Enrollment no. 32 granted Apr. 28, 1818." Richard F. Smith, Nathan Freeman, Provincetown, owners; Richard F. Smith, master.

PRIMROSE, sch., Boston, 61 74/95 tons; built Ipswich, 1792; length, 58 ft.; breadth, 17 ft. 2 in.; depth, 7 ft. 2 in.; one deck, two masts, square stern. Reg. June 13, 1792. Eben Parsons, Boston, owner; Thomas Small, master. Reg. Aug. 29, 1815, "Enrollment no. 30 issued Boston, Apr. 17, 1813." Ignatius Webber, jr., owner and master. Reg. Mar. 27, 1816. John Perkins, Aaron Perkins, Ipswich, owners; Nathaniel Tucker, master.

PRISCILLA, sch., 66 tons; built Essex, 1832; length, 58 ft. 6½ in.; breadth, 17 ft. 1½ in.; depth, 7 ft. 7½ in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 69 Belfast, Nov. 11, 1854." Ezra Turner, Belfast, Me., Alfred Mansfield, owners; Ezra Turner, master. Reg. 1855, "Previous Enrollment no. 100 May 24, 1855." Same owners and master.

PROSPECT, sch., Harpswell, Me., 46 45/95 tons; built Essex 1828; temporary; length, 52 ft. 9 in.; breadth, 15 ft. 5 in.; depth, 6 ft. 7 in.; one deck, two masts, pink stern. Reg. Nov. 14, 1838, "Enrollment no. 32 issued Mar. 27, 1838." Abizer Holbrook, Daniel Curtis, Jesse Merritt, Jonathan Holbrook, Benjamin Holbrook, Harpswell, Me., owners; Abizer Holbrook, master.

PRUDENTIA, sch., 68 36/95 tons; length, 60 ft. 5 in.; breadth, 17 ft. 8 in.; depth, 7 ft. 5 in.; one deck, two masts, square stern. Reg. May 3, 1809, "Decreed forfeited for a breach of the laws of the U. S. at District Court held at Boston, Dec. 18, 1808. Enrollment no. 28 granted Boston, Apr. 4, 1809." William Warner, owner and master. Reg. Dec. 14, 1811, "Enrollment no. 6 Mar. 12, 1811." Addison Plummer, owner; John Tuck, master.

PULCHERIA, sch., 22 50/95 tons; built Ipswich, 1803; temporary; length, 36 ft. 9 in.; breadth, 12 ft. 6 in.; depth, 5 ft. 10 in.; one deck, two masts, pink stern. Reg. Mar. 11,

1807, "Enrollment no. 10 Apr. 6, 1803." David Gould, Chatham, Samuel Annable, owners; Samuel Annable, master.

QUEEN OF CLIPPERS, sch., 97 29/95 tons; built Salisbury, 1854; length, 73 ft.; breadth, 21 ft. 4 in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. "Previous Enrollment no. 113 Apr. 26, 1856." Andrew Leighton, Robin Weeks, owners; Andrew Leighton, master. Reg. Dec. 16, 1857, "Enrollment no. 128 issued Apr. 27, 1857." Andrew Leighton, owner and master. Reg. Dec. 10, 1858, "Enrollment no. 78 issued Mar. 22, 1858." Same owner; George Stoddard, master.

QUEEN OF THE WEST, sch., 79 20/95 tons; built Essex, 1849; temporary; length, 67 ft.; breadth, 18 ft. 7 in.; depth, 7 ft. 3 in.; billet head; one deck, two masts, square stern. Reg. Jan. 24, 1850, "Previous Enrollment June 7, 1849." Francis Low, jr., and others, owners; Francis Low, jr., master.

R. C. PARSONS, sch., Boston, 45 72/100 tons; built Essex, 1852; temporary; length, 64 ft.; breadth, 18 ft.; depth, 7 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Sept. 18, 1871, "Enrollment no. 32 issued Feb. 11, 1867." Thomas P. Pingree, owner; George Harrington, Boston, master.

R. E. SPOFFORD, sch., 99 54/95 tons; built Essex, 1859; length, 72 ft.; breadth, 21 ft.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 1, 1860, "Enrollment no. 22 issued Jan. 20, 1860." George P. Rust, Hiram Spofford, owners; Hiram E. Spofford, master.

RACHEL, sch., Manchester, 51 94/95 tons; built Newburyport, 1789; length, 54 ft. 5 in.; breadth, 16 ft. 2 in.; depth, 6 ft. 10 in. Reg. Nov. 22, 1793. Henry Story, Manchester, owner; Andrew Lee, master. Reg. July 3, 1794. Samuel Stevens, Elias Davis, owners; James Jones, master. Reg. Mar. 24, 1796. Thomas Woodbury, Beverly, owner; Thomas Woodberry, jr., master. Reg. May 13, 1800. Henry Story, Manchester, owner; Nathan Storey, master. Reg. Dec. 2, 1803. Same owner; Richard Allen, master. Reg. Apr. 14, 1808. Same owner; William Hooper, master. Reg. May 2, 1809. Same owner; William Edwards, master.

RADIUS, sch., 23 17/95 tons; built Gloucester, 1807; temporary; length, 39 ft. 3 in.; breadth, 11 ft. 8½ in.; depth, 5 ft. 10 in.; one deck, two masts, pink stern. Reg. Feb. 15, 1816, "Enrollment no. 15 granted Apr. 3, 1815." Samuel S. Lord, owner and master.

RAINBOW, sch., Vinalhaven, Me., 26 10/95 tons; built Essex, 1819; temporary; length, 40 ft. 10 in.; breadth, 12 ft. 6½ in.; depth, 5 ft. 11¼ in.; one deck, two masts, pink stern. Reg. Dec. 23, 1828, "Enrollment no. 43 issued Apr. 8, 1825." John Arey, jr., Vinalhaven, Me., owner and master.

RAMBLER, sloop, Hampton, N. H., 41 6/95 tons; built Wethersfield, Conn., 1813; temporary; length, 55 ft. 9 in.; breadth, 16 ft.; depth, 5 ft. 11 in.; one deck, one mast, square stern. Reg. Aug. 31, 1821, "Enrollment no. 39 granted July 5, 1820." John Lovering, jr., Hampton, N. H., owner; Perley Bartlett, master.

RANGER, sloop, 93 45/95 tons; built Pownalborough, 1783; length, 54 ft. 9 in.; breadth, 21 ft.; depth, 7 ft. 9 in. Reg. Jan. 20, 1790. Jonathan Elwell, jr., owner; Jonathan Elwell, 3d., master.

RANGER, sch., 42 59/95 tons; built Newbury, 1794; length, 51 ft.; breadth, 15 ft. 10 in.; depth, 6 ft. 2 in. Reg. July 24, 1799. Samuel Riggs, owner; James Parsons, master. Reg. Dec. 11, 1800. Peter Coffin, jr., William Parsons, Charles Coffin, owners; Peter Coffin, jr., master. Reg. June 26, 1801. William Parsons, Obediah Parsons, owners; Elias Low, master. Reg. June 11, 1802. William Parsons, James Harkin, owners; James Harkin, master. Reg. July 1, 1802. Fitz William Sargent, Daniel Rogers, jr., Henry Bates, owners; Noah Bennett, master.

RANGER, sch., 90 60/95 tons; built Freeport, 1804; length, 70 ft. 6 in.; breadth, 21 ft. 4 in.; depth, 7 ft.; one deck, two masts, square stern. Reg. Oct. 7, 1807. Addison Plummer, owner; John Tuck, master. Reg. Mar. 14, 1809. Addison Plummer, Daniel Rogers, jr., owners; John Tuck, master.

RANGER, sch., Friendship, Me., 42 75/95 tons; built Essex, 1832; temporary; length, 48 ft. 8 in.; breadth, 15 ft.; depth, 6 ft. 10 in.; one deck, two masts, pink stern. Reg. 1857, "Previous Enrollment no. 53 issued Mar. 27, 1852." Almond Thompson, Friendship, Me., owner and master. Reg. July 24, 1872, "Copy of Enrollment no. 160 issued June 29, 1870." Luke Brophy, Edward Cash, James McGrath, owners; Edward Cash, master.

RAPHAEL, sch., Wellfleet, 31 53/95 tons; built Gloucester, 1848; temporary; length, 44 ft. 7 in.; breadth, 14 ft.; depth, 5 ft. 11 in.; billet head; one deck, two masts, square stern. Reg. Nov. 1853, "Previous Enrollment Jan. 22, 1852." Samuel C. Chapman, Wellfleet, Francis H. Newcomb, Zephaniah S. Lewis, owners.

(To be continued)

BOOK REVIEWS.

MUSIC IN WORSHIP. The Use of Music in the Church Service. By Joseph N. Ashton. 1943. 232 pp. octavo, cloth. Boston: The Pilgrim Press. Price, \$2.00.

The author, who is a native of Salem, was formerly Associate Professor of Musical History and Theory at Brown University, also Lecturer in Music at Wellesley College. He has written a book which many proclaim is destined to become a classic. It presents means of attaining an effective and inspiring use of music in the church service. Concerned with improving church music both musically and devotionally, it is critical and constructive, and will be useful for ministers, organists and choir directors in churches large and small. Part I has to do with the principles of church music; Part II, with the application of these. He found it desirable to select a definite type of service for exemplification, and to this end has chosen the order of worship commonly used in the regular Sunday morning service of a fairly large non-ritualistic church, which offers the greatest opportunity for constructive suggestion. If all concerned with music in churches should follow Mr. Ashton's wise counsel, there would be a marked improvement in the choirs of our churches. It will prove an admirable handbook for the organist and choirmaster, written by an organist of long experience. Highly recommended to all musical people.

MASTER MARINER. The Life and Voyages of Amasa Delano. By James B. Connolly. 1943. 324 pp. octavo, cloth, illus. New York: Doubleday, Doran & Company, Inc. Price, \$3.00.

We are indebted again to this author for a sea tale which was taken from an old diary and made into a colorful story. In the last of the eighteenth century, Amasa Delano, son of a ship builder on the South Shore of Massachusetts, had been a soldier in the Continental Army and a master mariner at twenty-three. The story tells of his remarkable career in China and the South Seas, as master of vessels, sometimes successful, sometimes meeting with failure, yet always carrying on the maritime tradition. The islands which he visited and described are the very ones that are in the news today, which makes interesting reading. A portrait of Captain Delano is used as a frontispiece. All lovers of Connolly's work will be sure to read this latest volume.



WITH PERRY IN JAPAN. The Diary of Edward Yorke McCauley. Edited by Allan B. Cole. 1942. 125 pp. octavo, cloth, illus. Princeton: Princeton University Press. Price, \$2.50.

This breezy, illustrated story of the mission under Commodore Perry, which reopened Japan to intercourse with the West, was written on a rolling warship by a handsome, strapping young acting-master named McCauley, a Philadelphian, who was there in 1853, twenty-seven years of age. He kept an illustrated journal of his cruise, not only to Japan, but also to Singapore, Malay Strait Settlements and Hongkong. He was at his best in describing the manners and appearances of the Japanese and his keen observations are particularly timely in these days. An adequate sketch of McCauley is given introductory to the journal. He rose to the rank of Rear-Admiral and in later years became a famous Egyptologist. Recommended to all libraries.

SEA LANES IN WARTIME. The American Experience, 1775-1942. By Robert Greenhalgh Albion and Jennie Barnes Pope. 1942. 367 pp. octavo, cloth. New York: W. W. Norton & Company, Inc. Price, \$3.50.

The origin of this volume goes back to the finding of a little manuscript notebook in which a New York merchant jotted down the insurance rates paid on a voyage during the Revolution. This suggested a study of similar war-risk fluctuations in other conflicts as a barometer of sea power. In war after war from the very earliest days, the United States has had to fight its way by sea. The reader follows the course of history through such periods as the War of 1812, when British squadrons almost completely blocked our seas, the days of Confederate raiders in the Civil War, down to the first World War with the U-boat menace and to the present struggle. The book also shows the rise and fall of our maritime trade in these war periods. This is the first time that the story of our merchant shipping in wartime has been brought to public attention, and it will be found to be enlightening and interesting. The final chapters treat of America's offerings of strategic cargoes, shipping conditions on the North Atlantic, conditions on the more distant sea lanes, and finally the efforts to secure adequate tonnage. The account covers the summer of 1942. Recommended to all libraries.

PROLOGUE TO NEW ENGLAND. By Henry F. Howe. 1943. 324 pp. octavo, cloth, illus. New York: Farrar & Rinehart, Inc. Price, \$3.00.

The forgotten sixteenth century is the subject of Dr. Howe's book, in which he describes some forty-five voyages along the New England coast. Starting with the Cabots in 1498, he includes such names as Samuel de Champlain, Henry Hudson and John Smith, of course ante-dating the Pilgrims by many years. While the material is not new, it is the first time that the facts have been brought together into a single volume as attractive as this. The intrepid groups of explorers from many parts of Europe were the men who really did most of the groundwork for the new world settlement. Here in their own words taken from their diaries and log books, the reader can follow these exciting and little-known voyages. Dr. Howe is a physician in Cohasset, his birthplace, and is at present a Captain in the Army. The book is the result of a layman's probings for the general reader, not for professional historians. The illustrations are reproductions of old maps. A pleasing narrative of the beginnings of New England. Recommended to all libraries.

BOSTON LOOKS SEAWARD. The Story of the Port, 1630-1640. Compiled by the Writer's Program of the W.P.A. Sponsored by Boston Port Authority. 1941. 316 pp., octavo, cloth, illus. Boston: Bruce Humphries, Inc. Price \$2.75.

The pages of this book are closely packed with valuable information, and as a history of the port of Boston, it is probably as good as anything that has ever been published in one volume. The authors have sought to tell what it has been, what it is and what with vision and enterprise it may become. Once the principal port of the nation, the authors claim that Boston now resolutely holds its own as the second importing port of the country, the second passenger port, and the seventh port in total value of commerce passing through it. An appendix shows several good plans of the waterfront and tables of statistics relating to trade. The illustrations are interesting and useful. Recommended to all libraries.

MR. JUSTICE HOLMES. By Francis Biddle. 1943. 216 pp., octavo, cloth, illus. New York: Charles Scribner's Sons. Price, \$2.50.

The present Attorney General of the United States was intimately associated with Judge Holmes, as secretary, in 1911-1912, and through long years of friendship, the author is well fitted to present a sketch of the life of one of the greatest legal minds of our time. He stresses the human side of the eminent jurist, and the book is replete with good stories of him and of his famous father and other literary and legal personalities. Many of these are connected with his life at Beverly Farms, where he, as did his distinguished father, maintained a summer home. Recommended to all libraries.

THE AMERICAN LEONARDO. A Life of Samuel F. B. Morse. By Carleton Mabree with an Introduction by Allan Nevins. 1943. 420, xv pp., quarto, cloth, illus. New York: Alfred A. Knopf. Price, \$5.00.

Mr. Mabree has given a full and accurate account of Samuel Morse's diversified life. From the beginning Morse was interested in many fields. His first main interest was in painting and he made a name for himself as a portrait painter and founded the National Academy of Design. His happiest years were those spent in England and in roaming from Charleston to New Hampshire. He entered political life as a Native American and was unsuccessful in running for office. The achievement for which he received the most fame and which overshadowed his painting career was his perfecting of the telegraph. As Professor Nevins states in his Introduction, "Morse was something better than a great inventor; he was one of the great representative Americans of his time, a leader in many activities, and a man who enriched the national culture in various ways. The story of his life has been told before, but never told with satisfying fullness or comprehension. It is fortunate that the materials for a complete biography have fallen into the hands of a student so industrious and keen-sighted, and a writer so gifted, as Mr. Mabree."

THIS WAS NEW YORK, the Nation's Capital in 1789. By Frank Monaghan and Marvin Lowenthal. 1943. 308 pp., octavo, cloth, illus. Garden City, N. Y.: Doubleday Doran & Co., Inc. Price, \$2.75.

The authors have delved deep into the newspapers and records of New York of 1789 and have come up with as complete a picture of the life and times as one could wish. The

authors treat the reader as a tourist on his first visit to New York City. They tell what routes to travel—the dangers that befall by land and sea. Even before the tourist arrives he is told about money exchanges, what to bring and what to prepare for. On arrival he is told the advantages and disadvantages of staying at a tavern or a boarding house. During his stay, he visits shops of all descriptions, private homes both rich and poor, the lanes and alleys (paved and unpaved), the socials and the theatres. He is told what to wear, where to buy it, what the people are eating, etc. In short when the reader finishes he has had an eye witness account of the inaugural of the first President of the United States and wishes to thank the authors for a very entertaining and instructive trip to New York at a very critical time in our history.

ANCESTRY OF RUFUS K. DRYER with Notes on William Dryer of Rehoboth and Some of His Descendants. By Joseph F. Dryer. 1942. 280 pp., cloth, illus. Rochester, N. Y.: The Du Bois Press. Price, \$10.00.

This genealogy deals with the ancestors of Rufus K. Dryer. The first Dryer in this country was William of Rehoboth, who came to this country from England in 1704. There is additional information concerning other lines stressing particularly the Wakeley family of Stratford, Conn., the Keeler family of Norwalk, Conn., and the Bradley family of Fairfield, Conn. There is a separate genealogical chart. An index would add to its usefulness.

BALLARD GENEALOGY, the Descendants of Israel Ballard (1748-1810) and Alice Fuller (his wife, 1751-1796). Compiled by Melvin Gilbert Dodge. 1942. 375 pp., octavo, cloth, illus. Utica, N. Y.: Kirkland Press.

This Ballard genealogy is specifically concerned with descendants of Israel Ballard of the fifth generation who settled in central New York in 1792. It gives as complete a list as possible of his descendants with biographical data. There are also the lines of about fifty allied families. This book will be of value to all of those who have any connection with the Ballard family. A full index is included.

THE NORTHERN GATEWAY. A History of Lake Champlain and Guide to Interesting Places in the Great Valley. By Carroll Vincent Lonergan. 1943. 40 pp., small oc-

tavo, paper, illus. Boston: Bruce Humphries, Inc.
Price, \$.50.

HISTORIC CROWN POINT. The Story of the Forts and of the Village. By Carroll Vincent Lonergan. 1943. 79 pp., octavo, paper, illus. Boston: Bruce Humphries, Inc. Price, \$1.00.

The first is a brief, comprehensive, readable history of the military uprisings which took place in the Lake Champlain district covering the period from 1689 to 1814. The other is a concise history of the town of Crown Point, New York, from the time of Champlain to the present World War II.



CAPTAIN BENJAMIN VANDERFORD

1788-1842

ESSEX INSTITUTE

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CAPTAIN BENJAMIN VANDERFORD OF SALEM

BY ERNEST S. DODGE

The information contained in this sketch of the life of Captain Vanderford was accumulated in connection with cataloguing some of the ethnological specimens from Polynesia and the Fiji Islands which he presented to the East India Marine Society's museum at various times, mostly during the 1820's. The problem involved was to attempt to establish the sequence of events in Vanderford's life, particularly his voyages to the Pacific.

As the approximate date at which each object was given was known it was desirable to establish the dates of each voyage and the islands at which he stopped. This known, it would be possible to reckon almost the exact date on which each of the specimens was collected. Expecting to find an account of Captain Benjamin Vanderford's life which would give me all the information I wanted I started out in high hopes. Unfortunately this idea was quickly shattered. The only account found was the very short sketch by Putnam,¹ and to make matters worse the manuscript material leaves many gaps in his life. Such data as was found, however, is here presented in chronological sequence.

The Vanderford family was of Dutch origin but whether they came to Salem from New York or directly from Holland is not known. Variations in the spelling of the name are numerous and one finds in the early records Vanderfoot, Vanderfute, Wanderford, Wanderfute, and Van der Voort. It was not unusual for a man of this

family to be born under one spelling, married under a second, and die under a third. During his early years Captain Benjamin signed his name indiscriminately Vanderford and Vanderford, finally settling on the latter.

Benjamin Vanderford, the subject of this paper, was baptized Benjamin Wanderford, December 21, 1788, at St. Peter's Church in Salem.² He was the son of Benjamin and Sarah (Kehou) Vanderford who were married in Salem, September 25, 1785. What the early years of Captain Vanderford's life were like we do not know. Presumably he played about the Salem wharves as a boy and took to the sea at an early age as did most ambitious young men of that time and place. According to Putnam, in 1810, at the age of 21, he sailed as second mate of the brig *Active* of Salem under Captain William Putnam Richardson, one of the outstanding captains of his day and later an eminent merchant.³

After a profitable voyage to the Isle of France, the Fijis, and China the *Active* arrived in Salem in April, 1812 and on April 2 of the following year Benjamin Vanderford married Elizabeth Dorrison (or Donelson) in Salem.⁴ Those must have been exciting days for Vanderford for on the day before his wedding he signed as Captain of the *Vivid*, his first command. A few days later he received his instructions and orders from Cornelius Coolidge, one of the owners, to take command of the Letter of Marque brig *Vivid* of Boston on a voyage to Santo Domingo.

CAPTURE OF THE *VIVID*

Boston April 9th. 1813

Captⁿ Benjamin Vanderford

of the Brig *Vivid*

Sir.

Having confidence in your abilities We have appointed you Master of the letter of Marque Brig *Vivid* now laden with a valuable Cargo and ready for sea.—You will improve the first good wind put to sea and proceed directly to Cape Henry in the Island of St. Domingo; where you will deliver your Cargo to the order of M. Samuel Cooper the Supercargo on board and receive such a return Cargo as he shall provide and in the discharging & loading the vessel make all

possible dispatch. . . . In your passage you are not allowed to cruise for prizes; but in case of your being chased or attacked, We expect you will defend yourself to the last extremity; but if you find you can depend upon the sailing of your vessel, you will not suffer your desire for Capture to prevent your escape. . . . Recollecting in all instances that the preservation of the vessel & Cargo under your Command is by far more important to us than any prospect you may have of Capture . . . Should However it so happen that you are fortunate enough to Capture any vessel that may attack you it will be best you should man her as well as you can and order her for the first American port subject to our order. . . . In respect to the Course you will take out we do not pretend to advise but refer you to M. Cooper for his advice on that head and wish you to consider any instructions from him the same as from ourselves in every thing relating to the voyage. . . . M. Cooper will probably remain at the Cape and we must depend much on your exertions to get the Brig home in safty. . . . Don't leave without being properly manned and everything in order and we would recommend you should make the first American port to the Northward of Newport and there get information of the situation of our bay. . . . and if practicable dispatch intelligence immediately to us. . . . You are sensible the brig sails at great expense of course will see the necessity that proper economy is observed on board and no unnecessary expense incurred in port. . . . As a compensation for your services during the Voyage, We agree to allow you the privilege of your adventure out and proceeds thereof home, and fifty Dollars per Month Wages and as a gratuity for your exertions in case of safe arrival here, we promise you a compliment of fifty Dollars provided your passages together shall not exceed fifteen days each . . . On your approach to the American Coast, you will, as a signal, suspend at each end of your fore top gallant steering sail yard, the head of a beer barrel.

Wishing you a pleasant voyage & safe return as ever your friend

for the concern

Cornelius Coolidge jr.⁵

The cargo of the *Vivid* consisted of "600 boxes of soap, 50 boxes candles, 51 hhds. fish, 250 bbls. alewives, 47 boxes cheese, 10 half bbls. tongues, 3 hhds. bacon, 5 bales

hogging, 6 hhds. tobacco, 25 boxes spermaciti candles, 20 cases oil, 32 hhds. claret, 2 pipes brandy, 1 bale twine and 13 bales calcutta goods.”⁶ Such was the diversity of trade in those days.

Unfortunately for Captain Vanderford and his owners, Cornelius Coolidge and Francis J. Oiner of Boston, on April 20, 1813, only eight days after she was registered in Boston, the *Virid* was captured by H. M. S. *Nymphe* and taken to Halifax, Nova Scotia, as a prize.⁷ Vanderford was paroled from Dartmouth prison, Halifax, May 26th, 1813, with the insructions that “he has Liberty to walk within the Distance of one mile from the extremities of that place; but that he must not go into any Field or Cross-Road nor be absent from his Lodgings after Six o’Clock in the Afternoon; nor quit his Lodgings in the Morning until the Bell rings at Six o’Clock.”⁸

The back of this Parole certificate contains one interesting bit of information, a description of Captain Vanderford’s physical appearance. His age is given as twenty-four years; “stature” five feet four and one half inches; “person” slender; “visage” round; “complextion” fair; “hair” light brown; and “eyes” blue. Here, then, we have a small, light-haired, blue-eyed, round-faced man of short stature.⁹ As no portrait of the man is known except the silhouette reproduced here, this description adds to our knowledge of his appearance.

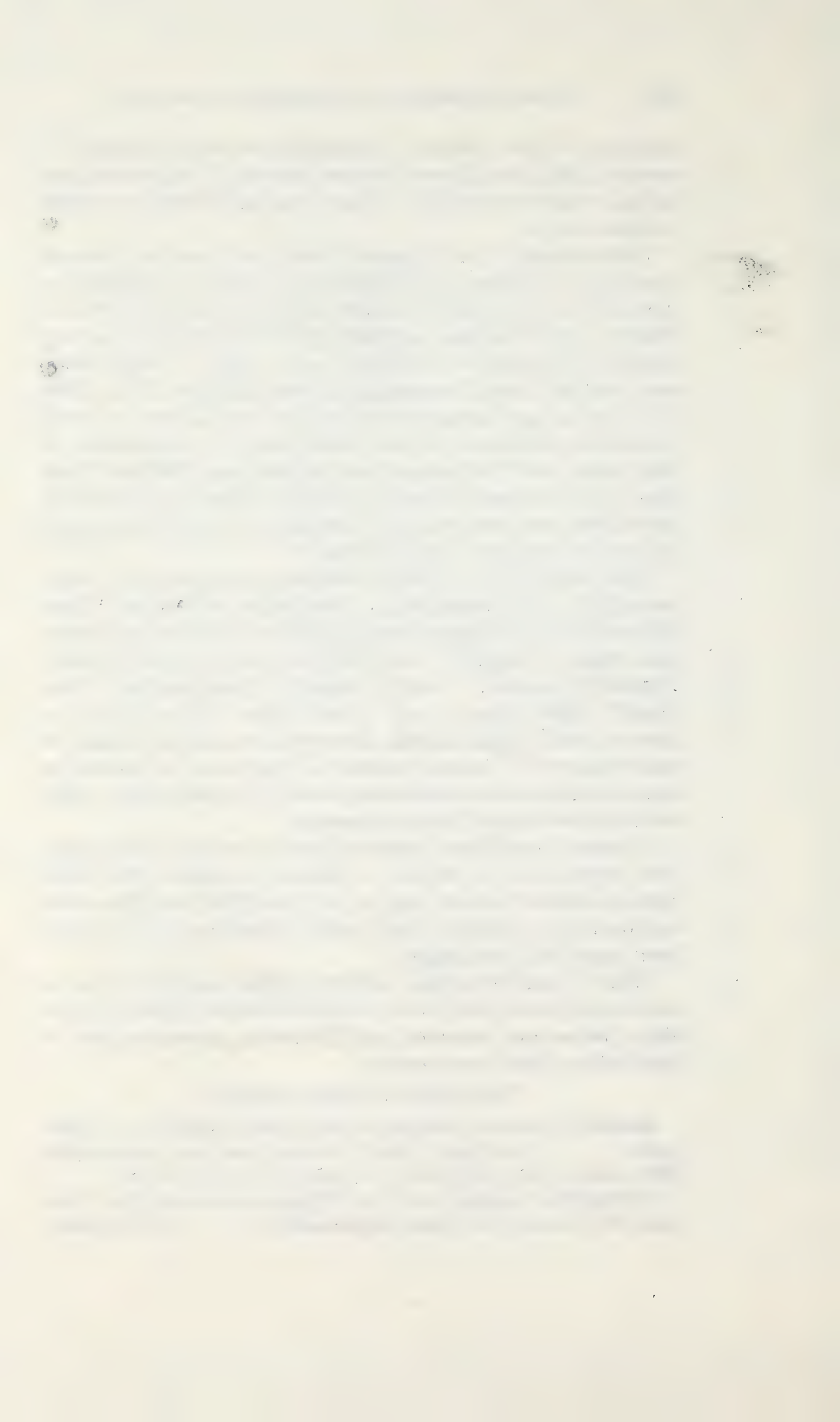
A second certificate granted him May 31st. 1813 gave him permission to return to Boston on board the cartel *Agnes*, James Barrett, master, on condition that he would not bear arms against the United Kingdom until he had been regularly exchanged.

What Vanderford did between 1813 and 1817 we do not know, but in the latter year he became Captain of the ship *Indus* and received the following memorandum of instruction from her owners.

VOYAGE OF THE *INDUS*

Recollect you are Insured to all places and for all Purposes. . . . you have liberty to embrace any unexpected offer which you judge may be greatly for our benefit.

During the passage talk the Voyage over with Mr. Dean and Mr. Bowers for their information. . . . Mr. Bowers



should keep an exact journal of all business transactions on Shore and on board and Copy all papers and letters into a Book. . . . Sea Otter Skins and Fur Seal Skins sell well at Canton . . . Be particular in the quality of Sandel Wood. . . . take of the Sap.000

Stow none at first but large heavy Wood and try for all of this kind . . . the Ship will not carry half so many pounds of Small Wood. . . .

Persevere as long as possible for a full Cargo of Wood. . . .

The Russians have lately discovered some New Islands which you might look for if necessary . . . Suffer but few Natives on board the Ship or in the Boats . . . use your Trade as if you had but little of it . . . economise provisions. . . . use as little *Rum* as you possibly can. . . . remember landing Certificates for your Muskets to cancel our bond at the Custom House. . . . In Canton you will find letters with Mr. Cushing. . . .

Be in company with Mr. Cushing a good deal. . . . Have no bargains made without your consent. . . . Help Mr. Bowers on Shore at Canton. . . . attend particularly to the weight of Wood. . . . Make the expenses at Canton as small as you can. . . . endeavour to get Six hundred and fifty tons on board the Ship. . . . Sell everything in Canton you do not want. . . . useless things throw over board. . . . If you go to Europe it would be well to Stop at Coues for Advice and consult with Sam^l Williams Esq^r London as to what you had better do with Ship and Funds. . . . When you write give us a plain statement of all your business so that we may know what is bought . . . what is sold . . . and what on board . . .

Salem Nov. 4, 1817.

W. P. Richardson

John Dodge

C. Saunders¹⁰

Another letter written during this period sheds more information on Vanderford's life.

Canton May 29, 1819

Capt. Benjamin Vanderford

Ship Indus, Macao Roads

Dear Sir

I have this day received your letter of 27th. inst. written on board the Indus, Macao Roads, I am very Sorry that you found it necessary to return to Macao on account of the Caulking of your Ship . . .

Mr. Wilcocks has informed me that you have written him on the Subject & asked his advice in regard to your [undecipherable], but tells me that under existing circumstances he cannot advise & has written you to this effect (his letter I herewith enclose you). You have not asked advice from me in this case, & it may not therefore be proper to give it, but being desirous of serving you, I think proper to State, that I have consulted with several Gentlemen here (who have been long residents in the country, & they advise me that to make any considerable repairs on a Ship at Macao, is always attended with a most heavy expense & if necessary to discharge the Cargo to make repairs. would be ruinous business . . . The Gentlemen here all agree with me in opinion that it will be for your interest to come up with your Ship to Chumpu, as soon as possible, & if you consider it necessary to discharge a part, or the whole of your cargo, to write a letter to Consuqua (Security Merch^t) & request him to procure permission for you to come up to Whampoa for the purpose of repairing your Ship (without being Subject to pay again the Customs & measurement) & it is believed here by Houqua & others that you would not be subject again to that charge, in case you come up to Whampoa, but it may be prudent to Anchor at Chumpu (below the Boque) till you can hear from me again, in answer to what you may write me from there. You will act as you think most proper, but for the interest of all concerned, I cannot but hope that you will not attempt to discharge your cargo at Macao.

I am Your friend & Ob. Servent
Philip Ammidon

I rec^d your letter this Morning about
9 o'clock & dispatch this by the
same man in the Ev'ing at 1/2 past 7¹¹

Another letter from the owners on the *Indus* to Vanderford concerning the business of this voyage reveals some of the business processes of the time.

Duplicate

Captⁿ Benj. Vanderford

Salem, December 29, 1819

Dear Sir

Yours of July 20, 1819 per Ship Java received yesterday, enclosing duplicates of amounts & copies of surveys & accounts of expenses when you returned to Canton to repair, but we do not find any copy of protest which we presume

you must have made at Canton & Valparaiso. When you receive this you will immediately employ some competent person to draw up a protest & we have desired Mr. Williams to recommend some to you at Cowes if this should be in season to meet you there & if there you will wait untill [sic] it can be completed. You will have it made to include all the accidents of the voyage from the time of leaving Salem untill your arrival in Europe. This should be made as full & strong as possible in order that we may recover of the Underwriters in this county & that you may recover the general average in Europe on the goods on board the Indus on freight, in this protest you will state the fact of having noted protests at Valparaiso & at Canton. You are entitled to recover as general coverage on the goods on freight, their proportioned part of all the expenses at Macao & at Canton which occurred after you put back to repair also for wages and provisions for yourself & Crew from the time you bore away untill your arrival at the Same place in July. You will also be particular in stating the time which elapsed between your deviating from your course to go the Island of Moka untill you arrived at the same point on your passage from Valparaiso to the Marquesas. this you will do as near as may be, the first Average you will have made to include all losses & damages you may have sustained from the time you left Salem untill you arrived at Canton including all the repairs & expenses at Valparaiso and wages & provisions from the time you deviated from your course to the Marquesas untill you arrived at the same point as near as may be also the expense of repairing the first time at Canton. in the 2^d average all losses & expenses including wages & provisions for all the time you have been detained in making repairs and returning to the place whence you deviated which occurred from the time of leaving Canton in May untill you arrive at your final port of discharge in Europe & the Cargo landed. of the 2^d Average you are intitled to recover a full proportion from the freighters should you proceed to Hamburgh you will consign our property to Messr. Pitcairn Brodus and if to Amsterdam to Van Baggen Parker & Dixan, if to Antwerp to J. Mertens Mosleman & Co. we have been thus particular respecting the Average as it is very important and you will use all possible diligence to effect a settlement with the Consignees of the freight on the most advantageous terms. Avoid as much as possible laying out money for repairs and all other expenses not

absolutely necessary, our wish is that you settle all your accounts before leaving Europe if possible without too great sacrifice. For your future conduct we have requested M^r Williams to advise you & you may proceed to Gottenb^urg for a Cargo of Iron, take a freight for the United States, take passengers for the Southern States or return in ballast as he may advise, or if good clean Hemp can be bought at the place where you discharge your cargo at 140 dollars per ton of 2240 ft. you may balast and fill up with hemp, and return direct for Salem. you will be governed by M^r Williams advice as to the disposal of your funds, we received a letter from Mr. Ammidon and are much gratified by the handsome manner in which he speaks of your attention & perserverance in your arduous voyage. In hopes you will meet no farther misfortunes we remain your friends and owners

W. P. Richardson
John Dodge
C. Saunders

P. S. Your wife & family are well.

WPR

at Gottenb^urg you will value on Oloff Wijk¹²

The last letter in this series concerning the voyage of the *Indus* is from the ship brokers Cremer and Wilkins of Rotterdam to Vanderford after he arrived in European waters.

Rotterdam 9th. February 1820

Capt. Vanderford,
Commander of the American Ship *Indus*
Helvoetsluys

Sir,

Informed by our friend Samuel Williams Esq. of London that you are bound for this Port and to our address and ordered to give you such directions as may prevent any trouble or difficulty with the Custom House, we beg leave to request from you the most particular attention in the entry of the Cargo, not omitting carefully to declare without exception every article on board, and very expressly to add the reserve of "*uncertain and in dispute*", wherever you have the slightest doubt about marks, numbers, quantity or quality; by these means the existing mistakes may afterwards be rectified here. After your arrival of which we hope to be soon informed, we would advise you or Mr. Bowers

if he should be on board, to come up in person with all convenient speed, bringing such documents and papers as are required for us to regulate the business, and leaving orders to take the Vessel up to St. Gravendeel, . . . lighters will be sent down from here immediately. Please to observe that none of the people at St. Gravendeel can any ways be trusted, and that very strict orders ought therefore to be enforced on board of the *Indus*, during her stay there. As Shipbrokers in this place, we can with confidence recommend you the house of Messrs. Hudig and Blokhuyzen.

Very sincerely we remain,

Sir,

Your most humble and obedient servant
Cremer and Wilkens¹³

VOYAGE OF THE *ROSCOE*

The voyage of the *Indus* had made Vanderford eligible for membership in the Salem East India Marine Society which he joined in December, 1820.

Captain Vanderford must have returned to Salem promptly from Europe as our next record of him is in a log-book of the brig *Roscoe* of Salem, of which he was captain. The first entry is for Sunday, September 30th. 1821 and the last, made as he got under way at Hamburg, August 13th. 1823. A note in the back of this volume says that the voyage lasted 32 months and covered 45,000 miles from Salem to Tahiti, Navigators (Samoa), Fijis, New Hebrides, New Guinea, Manila and to Batavia; then to Hamburg and back to Salem. At the islands where he called before reaching the Fijis he conducted only minor trading with the natives for provisions and curiosities. He arrived at the Fijis on April 1, 1821 and remained until July 24th. taking on a cargo of beche-de-mer and sandlewood. During this stay in the Fiji Islands there was one near mutiny on the *Roscoe*.

Sunday, June 9th.

Come light winds from the S.S.E. and clear. Received 2000 lbs sandlewood. . . . at 2 P.M. the Captain with intent of going with one boat for Myamboor in walking to the forward part of the ship called those who were usually left on board to man the 2nd cutter and in calling for Peter Hill the answer was that he would be damned ever he would

go in the boat on Sunday if he could go week days. The captain immediately ordered him upon deck in passing up the fore scuttle the captain put his hand on his shoulder which was returned by the said Hill with a blow; at which he immediately ordered him in irons. Resistance was made by him as well as a major part of the crew headed by Wm. McPherson who appeared much inclined to a mutiny, but after considerable contention the order was executed by the officers of the ship, the crew refusing their assistance.¹⁴

On August 2d at the New Hebrides, Vanderford went on shore. He saw a few natives who were very shy and gave them some presents. In return as his boat was shoving off they shot arrows at him.

The *Roscoe* arrived at Manila October 1st. and after unloading sandalwood took on molasses and sugar and left on December 18th. On August 13, 1823, he arrived at Hamburg and discharged sugar, camphor, mats, coffee, nankeens and wax.

There is no mention in the log of all the trading that went on for we do not know when he took on some of the above cargo or where he got rid of his beche-de-mer. However it was probably at Manila or Batavia as the Chinese were the sole buyers of this commodity.

We lose track of Vanderford now until 1827 when, as witnessed by a letter to him from John Gardner, Jr., we find him master of the 345 ton brig *Osgood* of Salem, owned by John Gardner, John Gardner, Jr., and Thomas W. Gardner. He was apparently on a voyage from Norfolk, Virginia to England. The letter is dated August 12, 1826, Richmond, Va.

VOYAGE OF THE *OSGOOD*

Richmond, August 12th. 1826

Capt. B. Vanderford

Sir

I have just decided to leave this tomorrow morn. for N. York, being obliged to be there on the 16th. I am very sorry but having arranged every thing with Messrs. Warwick, you will have no difficulty in getting along without me. Hilbert is loaded with 52 Hhds. tobacco and leave tonight. They are generally small, he has the bread, part in bags to be hasted and returned, the bbls. to be kept on board

or broken up. He has also 150 old staves and 10 oak boards. The bales 54 Hhds. to make up 450 Hhds. in all will be shipped on Monday. You will therefore make your arrangements to be here on Tuesday so as to clear and leave in the Wednesday boat, or you may get a chance in Mr. Ludlums. I have settled all the bills here that I know of except Mr. Ludlums which you will, for ft. of staves you can sign it and Mr. Warwick will pay. He will furnish you with what money you will want to pay your disbursements at Norfolk. When you send up Mr. Gay's men give an order on Mr. Warwick for the am't. I have sent to have your clothes brought to Mr. Swains. I shall leave an umbrella 2 shirts there, which give Henry. Bring up with you all the protections you have as a note must be made out here, as far as you can and finished in Norfolk, where you can get Henry's and Williams protections. Mr. Warwick's young man will find the hand mentioned to you and would advise to your taking him. Mr. Willet, who keeps a grocery store near the market is the man who wanted to go as passenger, if he will take such accomodations as you can give him, I would take him as low as \$60 or 65. You might call on him. Should the Stone Lighter get up in time take as many as you can and give an order on Mr. Warwick. The price was to be \$19 and half the inspection, as you will take them at the point \$18 should be the price. Should another lighter load some, send her directly up to Warwick, as Mr. W. Wants them for the English Brigs and tell the Captain to go up to town and see him immediately.

Should they not be in time take as many bbls. of Mr. Moore as you want and give an order for them. You must get a steward in Norfolk, as there will not be time to make the exchange I talked of. You will make every dispatch and use every economy in your disbursements, proceeding to London to the address of Mr. William Sidney Warwick, where you will find letters of instruction for your future destination. Do not show a signal for a pilot till you get off Dover, for if they come on board off Dungeness you will pay distance money. Should a King's Pilot speak you, you must take him, at Gravesend you will have to report and there take a boat to tend you up to the docks. Make your bargain with him and all others before hand if possible to prevent imposition. I would thank you to have every regard to Henry and furnish him with what he wants, in reason. Endeavour to speak some vessel on your passage and let us know

if all are well. Write by first opportunity on arrival and urge Henry to. Putting every confidence in your judgment and attention, with which I much pleased and wishing you a speedy passage, I remain,

Yours truly,

John Gardner, Jr.

Write from Norfolk. I have enclosed a letter to Mr. Rowland, Norfolk who will advise if necessary.¹⁵

The twelve years between 1826 and 1838 are a blank although we know that sometime during this period Vanderford, as captain of the ship *Clay* of Salem, owned by the Rogers brothers, made one and possibly two voyages to the Fijis. It was at the Fijis on a voyage in the *Clay* that, with William Driver his mate, later a captain and distinguished for first calling the American flag "Old Glory," they cured the first cargo of beche-de-mer ever cured by white men. Although as we have just seen Vanderford had some beche-de-mer on the *Roscoe* in 1821, heretofore all the curing had been done by Malays. Leaving Driver to cure more of the sea slug, Vanderford sailed for China with his profitable cargo which was known there as trepang.

To Captain Vanderford's other activities during these twelve years and also the blank years between 1813 and 1817 there is only one other clue. Among the papers of the East India Marine Society is a scribbled note giving a list of vessels Vanderford commanded. Besides those already mentioned are the brigs *Orient*, *Niagara*, and *Council*. The first two were Salem vessels and the *Niagara* was lost in the Fiji group, March 22, 1831, but Vanderford is not listed as captain of either in the custom house records. This does not exclude him, however, as a vessel may have had many captains but only the one at time of registration got on the record. No record can be found of the brig *Council* and it is not known from what port she hailed.

There is an unconfirmed tale that on one of Vanderford's numerous voyages to the Pacific he was captured by some Fiji cannibals and was about to be cooked, but upon close examination was judged not fat enough to eat and so was released.

THE UNITED STATES EXPLORING EXPEDITION

In 1838, apparently through the influence of the Honorable Stephen C. Phillips, he was taken into the service of the U. S. Navy to act as pilot and interpreter for the famous expedition of Lieutenant, later Commodore Charles Wilkes through the Pacific. Unfortunately he died on March 22, 1842 before the expedition arrived home. This event is recorded in the following letter and in the quotation from the account of the expedition by Charles Wilkes.

U. S. Ship Vincennes
New York, June 10, 1842

Sir,

Having heard Capt. Vanderford speak of you as the one to whom he was indebted for his situation in the Exploring Expedition I regret to inform you, for the information of his family, that he died on board this ship on the 22^d of March last of an affection of the brain, after an illness of a few days in the Indian Ocean . . .

Every attention was afforded him during his sickness, and he was buried on the 23^d with military honors . . .

All his clothing papers &c are packed in boxes, by direction of Capt. Wilkes, and I will forward them to Salem if desired . . . They will be deposited in Store at the Navy Yard here . . .

The Balance of pay due his estate of nearly \$1000.—will be paid at a proper time to his Exec^r or Adm^r—which I hope will be appropriated to the support of his widow, if living.

When I go to Washington I will ascertain whether she is entitled to a pension, her husband having died in the Naval Service of the U. S.

I am

Sir

Very Respectfully
Your Obt. Sev't

R. R. Waldron

Purser Exp^l Expⁿ 16

To Hon.

S. C. Phillips

Salem

Mass.

Captain Vanderford died on March 23, 1842 in the Indian Ocean en route to the Cape of Good Hope.

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On the 23d, Benjamin Vanderford, master's mate died. During the cruise, I had often experienced his usefulness, and now regretted his loss. He had formerly been in command of various ships sailing from Salem, and had made many voyages to the Feejee Islands. During our stay there he was particularly useful in superintending all trade carried on to supply the ships; he always proved himself a good officer, and was one for whom I felt much regard. As sometimes happens, he had a presentiment of his own death, and had long been impressed with the opinion that he would not survive to return to his country. His death produced a great impression upon Vendovi, for Mr. Vanderford was the only person with whom that chief could converse, and a sort of attachment had sprung up between them, arising from the officer's long residence with Tanoa at Ambau, and his familiarity with the manners and customs of the Feejee Islands. Besides, Vendovi looked forward to his becoming a protector on their arrival in the United States. While conversing with Mr. Vanderford, some time before his death, he expressed his willingness to take charge of Vendovi, and to befriend him on our arrival at home; for, although the Feejeeans had despoiled him of all his property, they had nevertheless saved his life, and for that, or rather for refraining from devouring him, he felt some gratitude, and would have shown it to Vendovi.

Poor Vendovi could not be persuaded to look at his friend's corpse; his spirits evidently flagged; a marked change came over him; and he no doubt felt as though he had lost his only friend. His own disease, henceforward, made rapid strides towards a fatal termination, and he showed that such was the case by his total disregard of everything that passed around him, as well as by his moping melancholy look. On the 24th. the remains of Mr. Vanderford were committed to the deep, with the usual service and honours. The same day we experienced a current to the northwest; and the crew, after having been for ten days afflicted with colds and influenza, began rapidly to recover.¹⁷

A shaft bearing an inscribed tablet was erected to his memory in Harmony Grove cemetery, Salem.

Along with several other Salem captains, who were members of the East India Marine Society, Captain Benjamin Vanderford made an outstanding contribution to science which he doubtless counted of little consequence. At

every island where he stopped he collected articles of dress, weapons, ornaments, and other articles of native manufacture for the growing collection of curios in the Society's museum. He was one of the most frequent donors to the Society and today these specimens along with those given by the other captains form the nucleus of the finest collection of Polynesian ethnographical material in North America.¹⁸

NOTES.

1 George Granville Putnam, *Salem Vessels and Their Voyages* (Essex Institute, Salem, 1930) Series IV, pp 158-160.

2 *Vital Records of Salem* (Essex Institute, Salem, 1918) Vol. II, p. 388.

3 Op. cit., p. 156.

4 *Vital Records of Salem* (Essex Institute, Salem, 1924) Vol. IV, p. 414.

5 Manuscript collection in the Peabody Museum of Salem.

6 *American Vessels captured by the British during the Revolution and the War of 1812: The Records of the Vice-Admiralty Court at Halifax, Nova Scotia* (Essex Institute, Salem, 1911) p. 163.

7 For an account of the activities of H. M. S. *Nymphe* during the following year see *New England Blockaded in 1814* (Peabody Museum, Salem, 1939).

8 Manuscript collection in the Peabody Museum of Salem.

9 *ibid.*

10 *ibid.*

11 *ibid.*

12 *ibid.*

13 *ibid.*

14 Logbook in the Essex Institute.

15 Manuscript collection in the Peabody Museum of Salem.

16 *ibid.*

17 Charles Wilkes, *Narrative of the United States Exploring Expedition* (Philadelphia, 1845) Vol. V, p. 417.

18 Some of the specimens collected by Captain Vanderford are described and figured in the published catalogues of the Peabody Museum's Marquesas Islands and New Zealand collections by Ernest S. Dodge.

AN INTERESTING WASHINGTON BUTTON

By A. C. NEEDHAM

The article in the January number of Historical Collections has brought to light another interesting "Washington" button, which we illustrate herewith, but somewhat magnified to show all the detail possible. This button is about one inch in diameter, silver over copper, with a bone back containing four holes for sewing on with gut, presumably. On the face of the button is a portrait in uniform, and a three cornered hat, surmounted by the words "General Washington" in a half circle, while underneath, and between two straight lines, are the words "Pater Patrie." It is assumed that this button was one of a set made for a great coat, but until another is found, no real conclusion can be arrived at. It undoubtedly is an old, if not the oldest "Washington" button yet found, and so far no duplicate has been reported. Estimated date, 1770-1775.

We also illustrate three other buttons of interest to the collector, but lacking in most collections.

The first shows an Indian with arrow, surrounded by the word Massachusetts, being the fore runner of the Massachusetts State Seal. It comes silver over copper and gilt over silver plate, and was made for Official use, the Judiciary, etc., and as Emilio says, was not a Military button, though has been found on Militia uniforms. The "Touch" marks on the back are of interest, the marking being PLATED—two stars each side, and then a Lion passant (Quality) Castle over a crown (London) letter I (year of 1804) and profile bust of George III (duty paid). Various forms of this Indian design follow later, one surrounded by the word Commonwealth, and several of the so-called Roachback type.

The button with the profile of Horace Greeley is all brass with a tin back, and has an inscription surrounding the portrait "Our later Franklin." It is a Campaign button, worn by the supporters of Greeley when he was running for President against Grant. John Greenleaf Whittier, it is recorded, referred to Greeley in a speech as Our Second Franklin.

The third button, all brass with a tin back, shows a profile of Abraham Lincoln, surrounded by a black border, and then a border of oak leaves, which would probably classify it as a Mourning or Commemorative button.



Upper—BUTTONS OF MASSACHUSETTS, HORACE GREELEY AND ABRAHAM LINCOLN, ETC.
Lower—RARE WASHINGTON BUTTON

From Collection of Alfred C. Needham

Photograph by courtesy of Warren Ritter, Brooklyn N. Y.

EAST INDIA VOYAGES OF SALEM VESSELS BEFORE 1800.

BY JAMES DUNCAN PHILLIPS

(Continued from Volume LXXIX, page 245.)

90.

May 17, 1796. Ship *William and Henry*, John Beckford. East Indies.

May 16, 1797 from Calcutta.

This was a new ship just completed for William Gray, jr. in Newbury. She was reported at Calcutta October 29, 1796 and brought 54,559 lbs. of sugar to William Gray, jr. with duties of about \$800.

91.

May 17, 1796. Brig *Eunice*, Enoch Sweet. East Indies.
July 25, 1797, from Batavia.

This was a brigantine owned by John Norris, George Dodge, Ichabod Nichols and Benjamin Hodges. She seems to have left the regular trail to Calcutta and gone to the Dutch East Indies, but she is not reported anywhere. Her cargo was 200,000 lbs. of coffee, 13,000 lbs. of pepper, and 30,000 lbs. of sugar; the sugar to John Norris and the rest to Dodge, Nichols and Hodges. The duties were \$11,791.

92.

May 17, 1796. Brig *Friendship*, George Hodges. East Indies.

Captured by a French privateer on her voyage home. She belonged to Benjamin Hodges and Ichabod Nichols. She was reported at Calcutta on January 22, 1797 (*Salem Gazette*, July 28, 1797) and started for home with a rich cargo of sugar, but word reached Salem in August, 1797 that she had been captured by a French privateer and taken to Fort Dauphine. On August 22, news arrived that the French privateer was the *Triumphant* out of Porto Rico, mounting 8 six-pounders and 2 eighteen-pounders and that she had put six of the *Friendship's* crew and the second mate on the brig *Aurora*, which brought them to Charleston. The *Friendship* was taken because she

was from a British port and, remarks the *Gazette*, August 4, 1797 sarcastically, "because she was a very rich prize," but the *Aurora* was also ransacked and pillaged though released.

On September 2 Captain Hodges arrived from Santo Domingo, where he was obliged to witness the sacrifice of his vessel and cargo. "Captain Hodges and his people were stripped of almost every necessary personal article." (*Salem Gazette*, September 5, 1797.)

93.

June 7, 1796. Ship *Recovery*, Joseph Ropes. Cowes.

January 1, 1798 from Calcutta.

The *Recovery* was a Derby ship. She was reported at Calcutta on July 12, 1797. On her arrival in Salem she was at once ordered to Boston so her cargo is not entered in Salem.

94.

June 28, 1796, Brig *Adventure*, James Barr, Jr., London.

March 13, 1798 from Calcutta.

The *Adventure* of 184 tons built in Salem by Ebenezer Mann and was registered a few days before sailing with John Norris and James Barr named as owners. The voyage seems like a long one and she may have returned to Salem meanwhile but no record has been found. She was reported at Gravesend August 5 (*Salem Gazette*, October 11, 1796) The *Vulture*, Barre, of Salem was reported at Bordeaux October 21, 1796 which is probably meant for the *Adventure*. Captain Barr was reported at Guadeloupe November 25, 1797 so it looks as if he had gone on a general trading and shopping expedition. She entered as from Calcutta, with 245,000 lbs. sugar, most of it for John Norris and James Barr. She paid duties of \$9,909.

95.

July 19, 1796, Ship *Lucia*, Thomas Meek. India.

January 2, 1798 from Calcutta.

The *Lucia* was a large vessel of 310 tons owned by William Gray, Jr. for many years. This was her first long voyage.

Captain Benjamin Crowninshield of the *America* reported her at St. Helena on her way home on October 11, 1797. (*Salem Gazette*, December 1, 1797) She brought a huge cargo of over 450,000 lbs. of sugar, and \$55,000 worth of merchandise, all to William Gray, Jr. except the captain's commission, and a small amount to Albert Newhall, and paid \$16,240 in duties.

96.

August 12, 1796, Ship *America*, Benjamin Crowninshield. Madeira and the East Indies.

November 19, 1797 at New York from Calcutta.

This was still the second *America* but she was probably sold at the end of this voyage, for the third *America* appeared on the scene in October, 1798. (Leavitt: Ship Building, Essex Institute Historical Collections VII, 209). She was in Calcutta until July 12 and touched at St. Helena on October 11, 1797. (*Salem Gazette*, December 1, 1797).

97.

August 12, 1796, Ship *Martha*, George Ropes. East Indies.

May 5, 1797 from Isle of Bourbon.

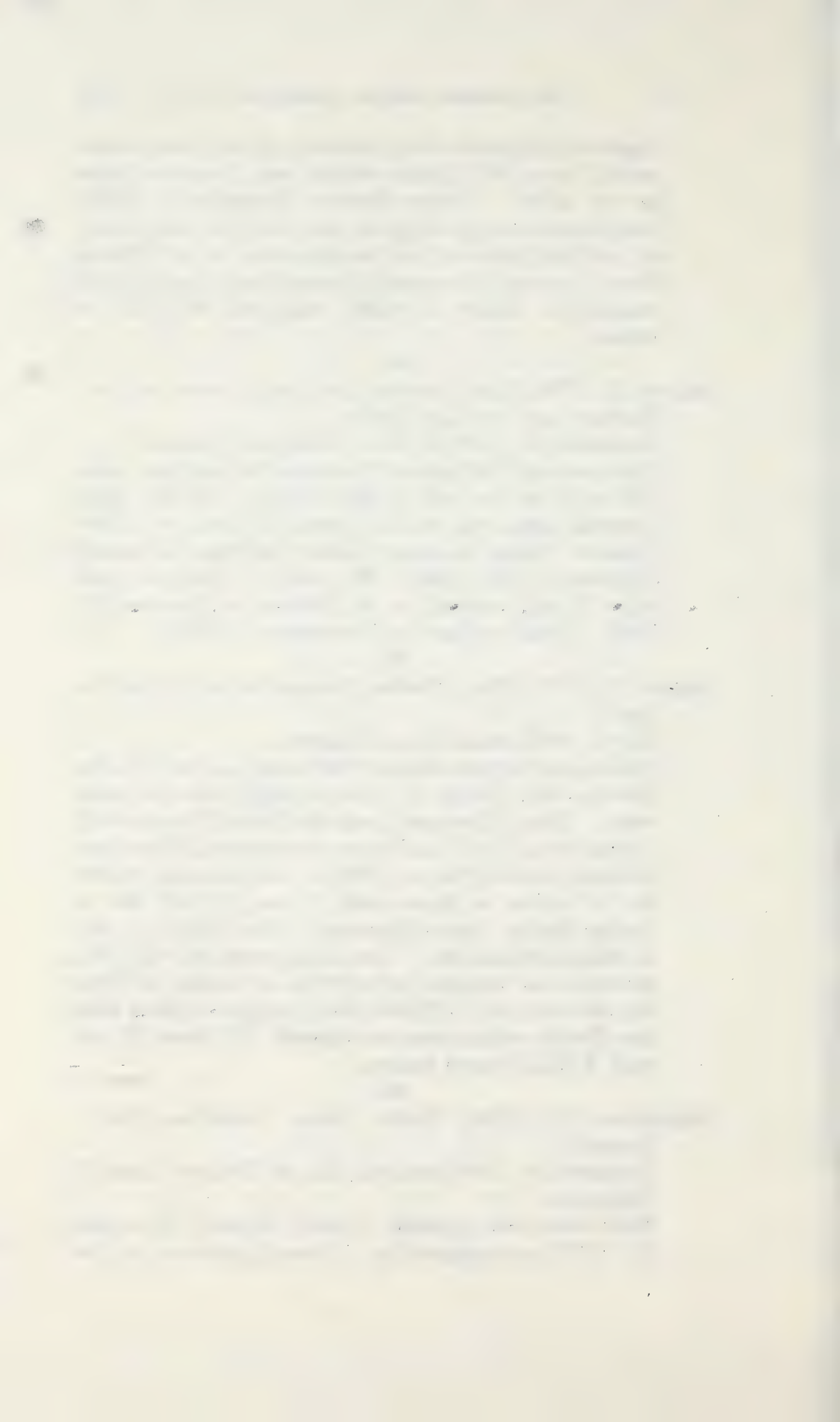
This was a big new ship of 340 tons just built in Salem for Mr. Derby by Enos Briggs for the India trade. She did not sail from the Isle of Bourbon till February 2, 1797, and was not reported elsewhere. (*Salem Gazette*, May 5, 1797). She brought 45,495 lbs. of coffee to Ropes and Prince, 28,000 lbs. to George Ropes, James Short and John Derby, Jr. and a little merchandise. The duties were only \$3,913., but she also brought 216,000 lbs. of coffee, 137,000 lbs. of cotton and 137,000 lbs. of sugar to Elias Haskett Derby which was not entered till June 12 and paid \$23,317 more duties.

98.

September 20, 1796, Ketch *John*, Jonathan Derby. Coronda.

January 19, 1798 from the Isle of France, Isaac N. Chapman.

The *John* was reported (*Salem Gazette*, November 17, 1797) as captured by a French privateer on her



way home from the Isle of France under Captain Tibbitts. The captain was forced off and carried to Porto Rico and later to Cape Francois but had no idea what became of his vessel. December 5, 1797 word reached Salem that she had been recaptured by a British warship and carried to Tortola and one-eighth of her value awarded as salvage to the recapturers. Captain Derby had left her at the Isle of France and gone to Bengal (E. I. H. C. IV 258) and how and why she went to the Isle of France in the first place does not appear. She finally turned up in Salem under I. N. Chapman, probably the third mate, as from the Isle of France with 230 lbs. of indigo. Along in March she entered 20,000 lbs. of sugar, 5,000 lbs. of coffee, and 7500 lbs. of indigo which must have been the rest of her cargo. Most of this was Jonathan Derby's. Her duties were \$2473.

99.

October 18, 1796, Ship *Belisarius*, John Crowninshield, Jr. Europe and India.

August 1, 1798 from Calcutta and Isle of France.

It seems as if the *Belisarius* must have made a voyage to Europe before her return to Salem as she was a very swift ship, but perhaps she just traded around. In July, 1797 she was reported at Madras from the Isle of France and Tranquebar and bound for Pondicherry. (East India Co. Papers, *Marine Miscel.* 547). When she finally reached Salem she brought merchandise worth \$54,315, 27,000 lbs. of sugar and 118,000 lbs. of coffee all to George Crowninshield & Sons. The duties were \$14,773. (Custom House, Impost Book 2.) She was considered a very richly laden ship (Bentley: Diary, ii, 277).

100.

October 21, 1796, Ship *Mary*, Nicholas Thorndike. East Indies.

March 27, 1798 from Calcutta via New York.

A Beverly ship of 180 tons, belonging to Israel Thorndike, on her first voyage. She was at Calcutta July 12, 1797 (*Salem Gazette*, December 1, 1798)

and returned to New York and then reached Salem about March 27, 1798. She landed 231,000 lbs. of sugar, and a little merchandise for Israel Thorndike in Beverly. Her duties were \$4888.

101.

October (?) 1796, Brigantine *Olive Branch*, Jonathan Lambert. ———?

May 21, 1798 from Batavia.

There was another *Olive Branch* operating at this same time with which she must not be confused. The sailing of this *Olive Branch* is not recorded in the *Gazette* but she was taken over from the Spragues and registered to Jacob Allen and Jonathan Lambert on October 26, 1796, so probably sailed soon after. On September 6, 1797 she was reported trading at Bencoolen, Sumatra (*Salem Gazette*, February 16, 1798) and bound for Batavia. She was reported at the Cape of Good Hope about the middle of February, 1798 (*Salem Gazette*, April 27, 1798) when there was a violent storm there. Another vessel drifted down on her and damaged her rigging and she was driven out to sea for three days.

Her cargo, mostly to Ashton and Lambert, was 223,000 lbs. of sugar, and 50,000 lbs. of coffee, paying duties of \$6994.

102.

November 8, 1796, Brig *Star*, John Burchmore. Batavia.
December 12, 1797 from Batavia.

This was a brig belonging to John Norris. She was reported at Batavia May 24, 1797 as from St. Jago and reached Salem without being reported elsewhere. She brought 304,000 lbs. of sugar and 990 lbs. of Bohea Tea to John Norris. Her duties were \$6,203.

103.

November 22, 1796, Ketch *Eliza*, Stephen Phillips. India.
July 17, 1797 from Isle of France.

The clearance of the *Eliza* is not reported in the papers nor is there any report from her during the voyage recorded, but the Derby papers show the voyage. She took out 308 kegs of butter, 57 casks of cheese, 500 bbls. of beef, some pork, salmon and tallow and

\$20,000 in specie. Her outward cargo of \$11,200 was sold for \$20,700 and \$8,800 invested in the homeward cargo during March and April, 1797 at the Isle of France.

She brought home 101,000 lbs. of sugar, 1983 lbs. of indigo and 1900 lbs. of cotton to E. H. Derby, and 2773 lbs. of coffee to Joseph Fenno. Her duties were \$5773.

104.

November 29, 1796, Ship *Betsey*, Joseph Orne. India. March 12, 1798 from Calcutta.

This ship previously owned by William Gray, Jr. alone was now owned by Samuel, William and Sylvanus Gray and Josiah Orne (Ship Registers). She was reported at Calcutta July 12, 1797 and there is a report from the Isle of France that a vessel arriving there from Tranquebar on October 22, 1797 had spoken her outward bound from Calcutta (*Salem Gazette*, December 1, 1797 and January 26, 1798). She is reported at the Cape of Good Hope November 8. She did some rescue work on the homeward voyage for she transferred to a Rhode Island schooner three men she had taken off the ship *Commerce* of Grenada. (*Salem Gazette*, February 16, 1797). Her cargo was a rich one. 310,000 lbs. of sugar, and \$29,000 worth of merchandise, mostly to her owners. Her duties were \$10,680.

105.

November 29, 1796, Ship *Enterprise*, Richard Cleveland. Europe and India.

October 3, 1797 from St. Ubes, William Webb, master.

This vessel which began as a brig was changed to a bark and had been altered to a ship for this voyage. She was now owned by Mr. Derby. She reached Havre de Grace and started to collect a cargo for Mocha when the captain received word that it was necessary to abandon the voyage and replace the funds in the hands of the owner, so Captain Cleveland was deprived of the honor of a first Salem voyage to Mocha, and the *Enterprise* was sent home under the

mate, William Webb. (Cleveland's *Voyages*, 1855, pp. 40, 41.)

106.

December 13, 1796, Ship *Perseverance*, Richard Wheatland. Batavia.

April 28, 1798 from Canton via New York.

She was a new ship of 245 tons just built in Haverhill and owned by Simon Forrester. She reached Batavia May 2, 141 days out of Salem without a stop, and was reported to have gone on to Manila (*Salem Gazette*, October 3, 1797) because the captain could not trade successfully.

No mention of this is made in the interesting and beautiful log kept by N. Hathorne but they left for Manila May 11 in company with the *Eliza*, Capt. Carr, of Providence. They steered their way through the archipelago sometimes recognizing islands which they later found were not those islands at all, but they reached Manila safely June 12. There he found the sugar crop destroyed by insects so went on to Canton (*Salem Gazette*, March 16, 1798). The literary mate (not the great N. Hawthorne, of course) used the blank page before starting the next leg of the voyage for some verses original or copied. They left Manila July 31, 1797 and reached Canton August 13 without adventure.

They left Whampoa on November 29, 1797, passed Java Head December 19, and sighted the Cape of Good Hope February 7. On February 28 they had reached the Island of Ascension and collected turtles, birds, oysters and fish.

The *Perseverance* made a very successful voyage of it as a whole. (*Salem Gazette*, March 27, and April 17, 1798). She must have reached New York early in April. She landed in Salem 158,000 lbs. of tea to Simon Forrester, which paid a duty of \$19,000. The rest of her cargo was for Ichabod Nichols, Gamaliel Hodges and Captain Wheatland. The total duties were \$24,562. at Salem.

This was the first ship from Salem to go to Canton since 1790 and was the revival of the Canton trade.

The log book of the voyage is at the Essex Institute.

107.

December 13, 1796, Ship *Four Sisters*, Isaac Rea. Batavia.

February 20, 1798 from Batavia.

This was a Beverly ship belonging chiefly to Israel Thorndike and was evidently rather a slow one for she did not reach Batavia till July 5, 1797. She brought 34,000 lbs. of sugar to Israel Thorndike. 5865 lbs. of coffee to Theodore Lyman and 1900 lbs. of sugar and 4500 lbs. of coffee for Captain Rea. The duties were only \$1599.

108.

December (?), 1796, Bark *Sally*, Benjamin Webb. India via Bordeaux.

March 9, 1798 from Calcutta via New York.

This was the *Sally's* second trip to India. She was reported at Bordeaux January 30, 1797, sailed from the Isle of France June 27, and reached New York from Bengal early in February. (*Salem Gazette*, April 4 and November 14, 1797 and February 13, 1798). She must have discharged some of her cargo at New York for she entered in Salem only 95,000 lbs. of sugar, and \$12,000 worth of merchandise to Thomas Saunders & Co. and the captain.

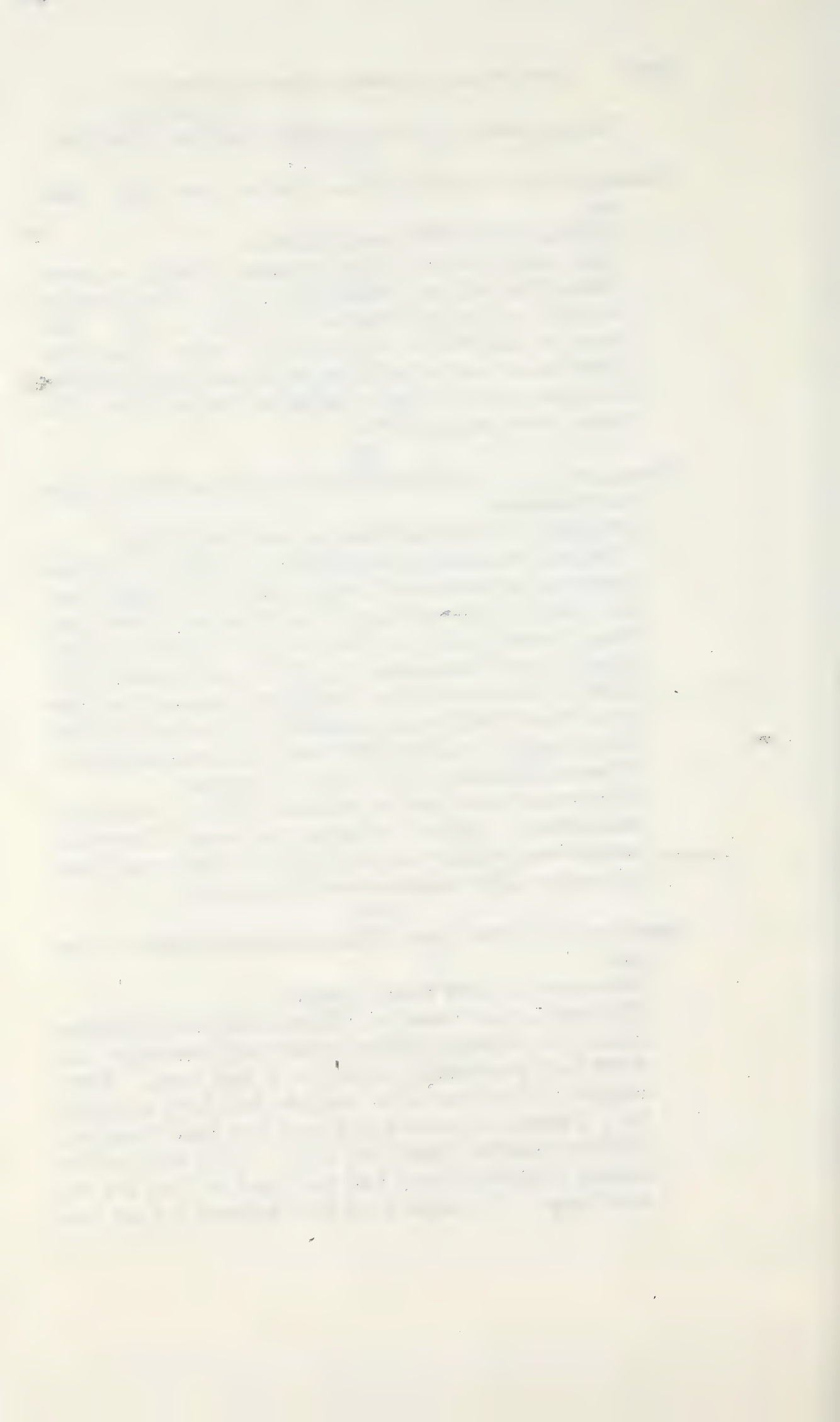
This vessel must not be confused with the *Sally*, Josiah Obear, master, belonging to Israel Thorndike which was making India voyages at the same time. There are half a dozen other *Sallys* also.

109.

December (?), 1796, Bark *Eliza*, Gamaliel Hodges. Canton.

February 5, 1798 from Batavia.

This was a new vessel of 187 tons built by Ebenezer Mann for Joseph White, registered December 12, 1796 and presumably sailed in a few days. News reached Salem soon after that she had been captured by a French war vessel and sent into San Domingo. (*Salem Gazette*, March 14, 1797). She went out in ballast apparently and had only cash to buy her return cargo. She must have been released for she was



reported at Batavia July 4, 1797 (*Salem Gazette*, November 24, 1797) and entered from Batavia with 164,000 lbs. of coffee and 110,000 lbs. of sugar to Joseph White and 4500 lbs. of coffee for Captain Hodges. Her duties were \$12,212. Probably delayed by her capture, she apparently never reached Canton as she brought neither tea nor silk. Curiously neither her departure nor her return are listed in the *Gazette* but her arrival is carried as a news item February 6, 1798 as "from Batavia via the Vineyard." There seems to be no report of how she got herself released from the privateer.

110.

December (?), 1796. Brig *Good Hope*, Edward West.
March 13, 1798 from Calcutta.

This vessel belonged to Nathaniel West at this time and came in from Russia under Nicholas Thorndike September 16, 1796. There is no mention of her till she entered from Calcutta. It is probable that she sailed in the late autumn of 1796 or she could not have returned the same day as the brig *Adventure* and the ship *Betsey*. There do not seem to be any notices of her voyage but she arrived at Salem with 280,000 lbs. of sugar, 6500 lbs. of cotton and \$20,000 worth of merchandise mostly for her owner. The date of sailing and destination are not noted in the *Gazette*.

111.

January 24, 1797. Ship *Sally*, Josiah Obear.

May 1, 1798 from Calcutta.

This was a Beverly ship of 203 tons belonging to Israel Thorndike, Moses Brown, Joseph Lee and Ebenezer Preble, all of Beverly. The date of departure is not in the *Gazette* but as departure usually followed registration the date of registration is used.

On January 28, 1798, Capt. Obear fell in with two French frigates and was ordered to keep with them. They put an officer and eight men on board to see that he did so. On February 14 the *Sally* carried away her foreyard so the commodore bore down on

her, took out his men, threw overboard two spars for a foreyard and a topmast and offered him every assistance. He then bore away "after treating him with every politeness." (*Salem Gazette*, May 1, 1798).

She entered at Salem May 1 with 193,000 lbs. of sugar to Israel Thorndike and the captain, and paid duties of \$6805.

112.

February 7, 1797. Brig *Leopard*, Thomas Putnam. India.

November 11, 1797 from Isle of France.

This was an old vessel owned by William Gray, jr. She touched at St. Jago and left there March 8. The Captain reported losing a man overboard just after leaving Salem. He probably did not go beyond the Isles of France and Bourbon and left the latter August 1 homeward bound. He reported that there was now an import duty of 6% at the Isle of France and half a dollar a ton on foreign vessels. She brought to John and Ezekiel H. Derby 105,000 lbs. of coffee, 21,000 lbs. of indigo, 7655 lbs. of sugar and to William Gray, jr., 6715 lbs. of indigo, 6100 lbs. of pepper, 2000 lbs. of tea. In April, 1798, Stephen Phillips took out of bond from her 2700 lbs. of indigo. Her duties were over \$16,000.

113.

May 26, 1797. Ship *Henry*, Benjamin Bullock. Bordeaux.

April 30, 1798 from the Isle of France.

The *Henry* was owned by Elias Hasket Derby and Jacob Crowninshield had previously been her master. She was spoken twelve days out of Salem (*Salem Gazette*, July 25, 1797) and was at Bordeaux July 18 (*Salem Gazette*, August 29, 1797) and must have gone to the Isle of France from there. She had a permit from the British East India Co. to bring 130 tons of saltpetre to the United States but probably did not get it. (Pickering and Derby Papers, p. 102. MSS are at the Essex Institute.) She brought in 3000 lbs. of coffee, 700 lbs. of tea to

eight smaller merchants. Her duties were then only \$235. Jesse Richardson, Richard Ashton and Ebenezer Nutting had more than the others but two months later Elias H. Derby paid \$8938 more duties on 164,128 lbs. of coffee and 22,100 lbs. of cotton when taken out of bond.

114.

June 9, 1797. Ship *Hazen*, Jonathan Hodges. Batavia. August 20, 1798 from St. Helena and Batavia. The *Hazen* was a new ship of 283 tons built in Dover and belonged to William Orne. She was not reported en route and evidently returned without adventure. She brought 216,000 lbs. of coffee and 139,000 lbs. of sugar, mostly to William Orne. Her duties were \$13,614.

115.

June 23, 1797. Ketch *Brothers*, John Felt. Bordeaux. April 24, 1798 from Isle of France. This ketch was a vessel of 148 tons belonging to Elias Hasket Derby and his sons, E. H. jr. and Richard. She was not reported on her voyage, but it should be noted that voyages to and from the east via Europe were becoming more common. She brought 30,000 lbs. of coffee, 3,000 lbs. of tea, 15,000 lbs. of cotton, to half a dozen merchants, but E. Hersey Derby had the largest amount. Her duties were \$1601.

116.

August 29, 1797. Ship *Friendship*, Israel Williams. Canton. July 24, 1798 from Batavia. The *Friendship* was a new vessel of 342 tons just built in Salem by Enos Briggs for Pierce and Waitt. On the way out, the captain invented a still by which he could produce "fresh water from salt with little trouble with the assistance of my ship's small boiler." (Log Book, November 4, 1797). He got around the Cape of Good Hope about December 1 but did not stop. They sighted St. Paul's Island December 15 and turned north. They sighted the island of Engano Jan. 7 and on January 11 the

"flat point of Sumatra bore E $1\frac{1}{2}$ S about 4 Leagues." The *Friendship* left Batavia March 9, 1798 and soon overtook the ship *Hazen*, Captain Hodges, which left March 7. They got around the Cape early in April. On June 11 they spoke a ship from Hamburg which stated the French had discontinued taking American vessels "which is certainly joyful news to us," but two days later spoke a small American West India sloop which had recently been robbed of her stores and water by a French privateer. They had foggy weather off Cape Cod and finally found themselves right off Cape Elizabeth so went into Portland June 25. On July 1st she reached Salem. There is an excellent log of the voyage at the Essex Institute.

117.

September 8, 1797. Brig *Exchange*, William Richardson. Batavia.

August 1, 1798 from Batavia.

This was a brigantine owned by Elias Hasket Derby and the captain. She was spoken off Cape of Good Hope on November 20, 1797 bound for Batavia. (*Salem Gazette*, February 16, 1798). She left Batavia about March 20th and reached Salem in 133 days. On July 12 she was stopped by the British Letter of Marque schooner, *Chance*, eleven days out of New York and Captain Richardson was taken aboard for examination of his papers and then at nine o'clock in the evening returned to his vessel and ordered to keep in company to the southward. "At midnight Captain Richardson took the liberty to wear ship and stand to the northward." The *Chance* fired several shots but Captain Richardson made good his escape. He reported murmurings at Batavia on account of the demands of the French frigates.

The *Exchange* brought 95,810 lbs. of coffee and 55,686 lbs. of sugar to Ezekiel H. Derby, 20,607 lbs. of coffee and 6,792 lbs. of sugar to William Richardson, the captain, and 10,570 lbs. to William Gray, jr. The total duties were \$7599.

118.

September 12, 1797. Ship *William and Henry*. John Beckford. Isle of France.

April 26, 1798 from Cape of Good Hope.

This was a new ship of 256 tons just built at Newbury and owned by William Gray, jr. Like most of William Gray's voyages, there is nothing about this one in the papers and she entered at the Custom House only \$198.39 worth of merchandise, so she must have taken her principal cargo elsewhere.

119.

September 29, 1797. Bark *Vigilant*, Daniel Hathorne. Virginia.

October 16, 1798 from the Isle of France.

The *Vigilant* was Simon Forrester's vessel and had returned on September 1, 1797 from Hamburg under Captain Masury. On April 30, 1798 she was reported at the Isle of France (*Salem Gazette*, July 31, 1798) by John Crowninshield of the *Belisarius* as from Alexandria where vessels usually loaded flour.

She brought 65,000 lbs. of coffee and 112,000 lbs. of sugar, paying duties of \$5,593, most of it to Simon Forrester.

120.

November 14, 1797. Ship *Martha*, John Prince, jr. Isle of France.

June 27, 1798 from the Isle of France.

This voyage seems to have been a direct voyage to the Isle of France and return in seven months and twelve days. She left the Isle of France April 1, 1798. Her cargo was 290,000 lbs. of coffee, 337,000 lbs. of sugar, 20,000 lbs. of cotton and 12,000 lbs. of indigo, paying duties of \$24,943 of which Elias H. Derby paid \$20,000 and John Prince, jr. and Richard Derby, jr. \$4000 more.

121.

November 28, 1797. Brigantine *Success*, John Gardner. Guadaloupe.

May 28, 1798 from Cape of Good Hope and Leogane.

The *Success* was a little brigantine of 103 tons belonging to Hugh Hill of Beverly. The voyage was an unusual one. She apparently went to Guadaloupe then across the South Atlantic to the Cape of Good Hope and back to Leogane which is on the western end of the Island of Haiti and then back to Salem. She was reported at Leogane late in March (*Salem Gazette*, April 24, 1798) which casts doubt on the trip to Table Bay, for four months from Salem to Guadaloupe, to the Cape of Good Hope and back to Leogane was barely possible.

Her cargo was 43,033 lbs. of coffee, 12,000 lbs of sugar to Hugh Hill and Benjamin Lovett, jr., with duties of \$3,571.

122.

November (?), 1797. Ship *Franklin*, James Devereaux. Isle of France.

August (?) from Isle of France.

This vessel on her next voyage belonged to James and T. H. Perkins and James Dunlap of Boston and was probably registered there, but on this voyage she is spoken of twice in the *Gazette* as "of Salem" so is included here. This was the voyage before the famous one to Batavia and Japan mentioned in Essex Institute Historical Collections, II, 287.

She was reported December 12, 1797 as spoken eight days out of New York for the Isle of France and was again reported as at the Isle of France on April 30, 1798 and to sail for Salem next day. (*Salem Gazette*, July 31, 1798). There is no mention of her arrival in Salem which should have been in August or September.

There is a log of the voyage at the Peabody Museum.

123.

December 19, 1797. Ship *Follansbee*, Jonathan Mason, jr. Canton.

May 20, 1799 from Manila.

This was a new ship of 269 tons just built at Salisbury for a group that included Joshua Ward and Jesse Richardson and the captain. She was reported at the Isle of France April 30, 1798 eastward bound.



There is no further notice of her except a mere report from somewhere (Bentley, ii, 294) till she returns from Manila. She brought 615,934 lbs. of sugar, 5,144 lbs. of indigo and 122 gallons of molasses to John Collins and Co. The duties were \$13,618.

124.

December 21, 1797. Sloop *Caroline*, Richard Cleveland. Isle of France.

1798 sold at the Cape of Good Hope.

This was a peculiar voyage; started as a private venture from Havre in France where Captain Cleveland found himself stranded, so bought "a little cutter of thirty-eight tons burden which had been a packet between Dover and Calais." He got his papers from the United States Consul and seems to have entered her as a Salem vessel, so she is included here. She had a terrible time getting out of Havre and across the Bay of Biscay and in fact all the way to the Cape de Verde Islands. It took her three months from her final sailing from Havre to reach Table Bay on March 21, 1798 where she was sold for a dispatch boat. (Cleveland: *Voyages and Commercial Enterprises of the Sons of New England*, New York, 1855, pp. 41-61).

Cleveland's first start from Havre was September 25 and later he dates it just ninety days before his arrival at the Cape. The *Salem Gazette* of January 5, 1798 says he sailed November 1.

125.

In addition, the ship *Russell*, Hodges, master, sailed from somewhere during the year as she was reported at Batavia January 10, 1798. Also the ship *Eliza*, Stone, master, was reported there the same date. The latter loaded with sugar was reported captured and taken into Nantz later. (*Salem Gazette*, June 5, 1798).

Our naval war with France was about to begin in 1798 and as might be expected, the merchants were more cautious in beginning long voyages to the East. There were therefore decidedly fewer India voyages

during that year. Moreover the war was complicating the voyages. In the first two months of 1798 three ships and a bark with a tonnage of 908 tons and with cargoes reported worth more than \$550,000, all belonging to Salem, are reported as arriving at New York from Calcutta. (*Salem Gazette*, March 9, 1798). It is extremely difficult to be sure that all these voyages have been recorded.

126.

March 7, 1798. Ship *Brutus*, Richard Crowninshield. Europe and India.

January 22, 1799 at New York from Madras via Cape of Good Hope.

The *Brutus* was a new ship of 303 tons built by Retire Becket and owned by George Crowninshield & Sons. She left Europe, wherever she touched, pretty promptly for she sailed from Madeira for Teneriffe and the East Indies on April 16 (*Salem Gazette*, May 25, 1798), and arrived back in New York in ten months and six days after leaving Salem (*ibid* January 22, 1799). She was at Madras from August 18 to September 10. (East India Co. Papers, *Marine Miscel.*, 547). Captain Swett, the mate, brought her around from New York to Salem where she arrived February 9, 1799.

127.

Spring, 1798. Ship *Elizabeth*, Daniel Sage.

June 21, 1799 from Canton via Boston.

The *Elizabeth* belonged to William Gray, jr. and was sailed by a Salem captain. She was built in Danvers and registered in Salem, September 21, 1796. On October 20, 1796 she was spoke en route to Bengal but no other report of that voyage has been found.

Again in the spring of 1798 she must have started probably from Boston or New York on this voyage and is reported leaving Canton January 8, 1799 (*Salem Gazette*, May 14, 1799) and on June 7, 1799 she reached Boston (*ibid* June 7, 1799). She got around to Salem and entered June 21, 1799. She

The first of these is the fact that the United States is a young nation, and its history is therefore a history of growth and development. The second is the fact that the United States is a nation of immigrants, and its history is therefore a history of the struggle for assimilation and the creation of a new American identity. The third is the fact that the United States is a nation of free men and women, and its history is therefore a history of the struggle for freedom and the expansion of the rights of citizenship.

The fourth is the fact that the United States is a nation of pioneers, and its history is therefore a history of the struggle for the conquest of the West and the expansion of the nation's territory. The fifth is the fact that the United States is a nation of inventors, and its history is therefore a history of the struggle for technological progress and the development of the nation's industry. The sixth is the fact that the United States is a nation of reformers, and its history is therefore a history of the struggle for social and political change and the improvement of the nation's institutions.

The seventh is the fact that the United States is a nation of idealists, and its history is therefore a history of the struggle for the realization of the American dream and the achievement of the nation's highest ideals. The eighth is the fact that the United States is a nation of heroes, and its history is therefore a history of the struggle for the preservation of the nation's freedom and the defense of its interests. The ninth is the fact that the United States is a nation of visionaries, and its history is therefore a history of the struggle for the realization of the nation's future and the achievement of its destiny.

brought to Salem 37,500 lbs. of tea for William Gray, jr., paying \$5,107 duties.

128.

April 24, 1798. Ship *Recovery*, Joseph Ropes. Isle of France.

May 2, 1799 from Calcutta.

This voyage of the *Recovery*, still owned by Mr. Derby, was a very interesting one. After touching at the Isle of France, Captain Ropes proceeded to Mocha near the entrance of the Red Sea, where he arrived September 9 and is supposed to have made the first voyage thither in an American vessel. Then he went around to Calcutta whence he departed December 18. He left the Cape of Good Hope on his return March 7, 1799. On the coast of Arabia he was held up by a French privateer lest he warn some English vessels she was waiting for, but was treated politely and compensated for the delay. (*Salem Gazette*, May 7, 1799). The *Recovery* carried out \$50,000 in specie to buy her return cargo. Mocha was a great coffee port then, but curiously her cargo was entirely sugar, 303,000 lbs. of it, mostly to Elias H. Derby. The duties were \$12,243.

129.

July 3, 1798. Ship *Ulysses*, Josiah Orne. Batavia.

July 9, 1799 from Bengal.

This was a new ship of 340 tons just built in Haverhill for William Gray, jr. Like most of the Gray captains, Orne was evidently not encouraged to talk about his voyage and the owner gave out nothing. Whether or not she went to Batavia does not appear, but she left Bengal, presumably Calcutta, March 14, 1799 and reached Salem July 9. (*Salem Gazette*, July 12, 1799). She had a huge cargo, 290,000 lbs. of sugar, 5,190 lbs. of coffee and \$52,000 worth of merchandise. The duties were \$12,736 of which William Gray, jr. paid \$7,850 and John Lovett \$2,900.

130.

July 20, 1798. Brig *Rajah*, Jonathan Carnes. Sumatra.
October 15, 1799 from Sumatra.

This was the famous pepper schooner now altered into a brigantine but still owned by Jonathan and Willard Peele. She does not seem to have been reported anywhere *en route*, and entered as direct from Sumatra. She brought 158,000 lbs. of pepper all to Jonathan Peele, and paid \$9,522 duties.

131.

September 11, 1798. Brig *Alert*, Robert Gray. Northwest Coast of America. Captured.

This was a new brig of 123 tons built by Becket for Robert Stone but owned by him and a group of younger merchants which included Dudley L. Pickman, Pickering Dodge, Joseph White, jr. and others. So far as recorded this seems to have been the first voyage of exclusively Salem merchants to the northwest coast, though John Derby was a moving spirit in the very first one.

This expedition was unfortunately a short lived one. No fuss was made over the sailing. It was just mentioned along with voyages to the West Indies, but May 21 of the next year news arrived that the *Alert* was captured when sixty-seven days out and sent into the River de la Plata by the French frigate *Republican*, and condemned as a prize. She seems to have been one of the last prizes condemned there. (*Salem Gazette*, May 21 and July 12, 1799). Thus ended the first Salem attempt at the fur trade.

132.

September 28, 1798. Ship *William and Henry*. John Beckford. Cape of Good Hope.

January 9, 1800 from Calcutta.

Like most of William Gray jr.'s voyages this was rather a long one but we hear more about it than usual. Richard Crowninshield in the *Brutus* spoke her 72 days out "bound for India" on December 11, 1798. She was reported as leaving the Cape of Good Hope February 25, 1799, bound for Bengal. She left Calcutta July 12, 1799 and spent almost six months getting home. She sailed for Amsterdam about three months after her arrival, and in the night of the 5th of May struck an iceberg in a fog on the

Grand Banks and sank in five minutes. All hands took to the boats and in seven days reached St. Mary's, Newfoundland, badly frozen. (*Salem Gazette*, June 20 and 24, 1800). Her valuable sugar and coffee brought from Calcutta was scattered over the Atlantic and some of it picked up by many vessels. No entry of her cargo appears on the Custom House Impost Book.

133.

December 14, 1798. Brig *Hannah*, William Wyman. Tranquebar.

Spring, 1800 from Cape of Good Hope.

The *Hannah* was a small vessel owned by Benjamin Pickman and Joseph and Nathaniel Lee of Boston. Tranquebar was a small port on the Coromandel coast just south of Madras which our vessels often called at but just why is not clear. If the *Hannah* stopped there, she went on to Calcutta and was reported as expecting to sail about the end of July, 1799. (*Salem Gazette*, January 10, 1800). In March, word reached Salem that the *Hannah* had been cast ashore at the Cape of Good Hope but was got off, repaired and ready to proceed (*ibid.* March 4, 1800). Her arrival is not noted in the papers but must have been before June 7, 1800 when she sailed for Malaga under Captain Henry White and was captured and taken to Halifax by a British privateer. She was however released and returned to Salem about July 22, 1800. (*Salem Gazette*, June 27, July 4, 22, 29, 1800).

There is a log at the Essex Institute which starts on January 2, 1799 at lat. $29^{\circ} 40'$ north and long. $27^{\circ} 55''$ west of London. She crossed the tropic 33 days out on January 17 and they sighted their first land westward of Ganjam, $19^{\circ} 27''$ north, where the log ends. This is probably a log kept by some apprentice for practice.

134.

December 21, 1798. Bark *Eliza*, Moses Townsend. Canton.

December 10, 1799 from Batavia.

This was a vessel of 187 tons built in Salem by Ebenezer Mann for Joseph White, in which Thomas Saunders and Moses Townsend had an interest. She was reported as putting into Portsmouth, December 3, perhaps under stress of weather, but is not entered at Salem till December 10, and then from Batavia, not Canton, but that may have been merely her last stop. She probably did not go beyond Batavia. Her cargo was 375,000 lbs. of coffee, 24,000 lbs. of sugar and 2,200 lbs. of pepper with duties of \$19,353 of which Joseph White paid \$18,047.

1799.

During the year 1798 the trouble from French privateers had begun to abate due to the activity of the new American navy headed by the *Constitution*. During 1799 the navy was much in evidence convoying our merchant ships through the narrow seas and making it very dangerous for French privateers to lay off the important ports and grab American ships as they came and went. It is surprising how often the energetic work of our small fleet is mentioned. Late in 1799 Salem's own frigate *Essex* sailed and was soon busily at work just where it helped the most. Her eastern voyage will be traced later.

135.

February 20, 1799. Ship *America*, Benjamin Crowninshield. Madeira, Teneriffe, and Tranquebar.

April 11, 1800 from Calcutta via Boston.

This was the third *America* of Salem and the second owned by the Crowninshields. The second Salem *America* was bought at the Isle of France by Jacob Crowninshield for Elias Hasket Derby and afterwards bought by Jacob and Benjamin Crowninshield. (See No. 64) The third *America* was a French frigate built ship of 654 tons called the *Blonde* bought at Bordeaux in 1798 by Benjamin Crowninshield and brought to New York where she was offered to the United States Government and declined. (J. B. Crowninshield: *The Private Armed Ship America*,

Essex Institute Historical Collections, XXXVII, 2. William Leavitt: Materials for the History of Shipbuilding in Salem, Essex Institute Historical Collections, VII, 209). She was coppered, carried 20 nine and twelve pound guns and fifty men; and was ordered to fight all attempts at seizure. (*Salem Gazette*, February 26, 1799). She was brought to Salem and sailed for the East Indies via Europe. She reached Madeira in 15 days. (*Salem Gazette*, June 4, 1799). There were rumors that she had been captured and carried into the Isle of France but they were untrue. On March 17, 1800, James Cook reached Salem and reported the *America* at the Vineyard 103 days out from Calcutta, but as she stopped at Boston, it was nearly a month before she got around to Salem. She brought to George Crowninshield and Sons, 543,383 lbs. of sugar and 94,910 lbs. of pepper which was practically her entire cargo. Her duties were \$18,798.

136.

February 20, 1799. Ship *Betsey*, Josiah Obear. Canton. July 4, 1800 from Cayenne.

There are so many *Betseys* that it is hard to identify this one. She is probably the one owned by Benjamin and Gamaliel Hodges, Edward Allen and Ichabod Nichols of 183 tons. She created far less excitement than the big *America* but she had more adventures. In July she appears to have been at Batavia and probably never went to Canton. The Dutch authorities were friendly and allowed her to arm as four French privateers were expected. Coffee was plenty and cheap so she loaded a lot. (*Salem Gazette*, December 10, 1799). In March, 1800, we hear that either this Captain Obear or another (but we think there was but one at this time) was captured by a French privateer and recaptured by a British one and taken to Nevis (*Salem Gazette*, March 21, 1800), but this may have been a confused rumor. Anyway he was finally taken by a Frenchman and ordered to Cayenne. There the *Betsey* was condemned with her rich cargo of coffee and spices

but the Captain was given permission to buy his vessel which he did and left June 4 and finally reached Salem July 4, 1800. No cargo is entered.

137.

April 6, 1799. Ship *Pallas*, William Ward. Canton.

July 8, 1800 from Canton.

This was a ship of 330 tons, built at Durham, N. H., in 1798. She was heavily armed with 28 six pounders and belonged to William Gray, jr. of Salem, though she sailed from Portsmouth. (*Salem Gazette*, April 12, 1799). She was at Canton on December 5, 1799 and left there in company with the *Eliza* of Boston on December 21. Thirty leagues west of the Cape of Good Hope she spoke the ship *John*, Captain Joseph Ropes. She touched at St. Helena on May 3, reached Salem on July 8, and fired a salute as she entered the harbor. (*Salem Gazette*, April 11, April 25, May 6 and July 8, 1800).

She brought a colossal cargo and paid duties of \$66,927. There were twenty-three consignees but outside of 85,659 lbs. of sugar for William Gray, jr. it was all tea of many varieties, except for \$50,000 worth of merchandise. There was nearly 400,000 lbs. of tea in all.

138.

——, 1799. Ship *Enterprise*, Ephraim Very.

June 6, 1800 from Calcutta.

This vessel, recently altered to a ship, had been to the East before and was now owned by E. H. Derby. The *Enterprise* was at Calcutta in the autumn of 1799 and left there about November 20. She called at St. Helena about April 1, 1800 and seems to have reached Salem without incident (*Salem Gazette*, June 10, 1800), but did not enter at the Salem Custom House.

139.

June 21, 1799. Brig *Washington*, John Murphy. Copenhagen.

September 14, 1800 from Calcutta.

She was a new brig of 163 tons belonging to Simon Forrester, recently built at Newcastle. She evi-

dently proceeded first to Europe as her arrival at Copenhagen was reported (*Salem Gazette*, September 24, 1799), but some time in February or March, 1800, she had been at the Cape of Good Hope and arrived in Calcutta in April, and expected to sail about May 18. She got back to Salem September 14, having been boarded by the English sloop of war *Pheasant* six days out of Halifax. She came in recorded as "Captain Wilson, late Captain Murphy." The captain had died at sea (*Salem Gazette*, July 8; September 12, 16; October 17, 1800). Extracts from his letters on this and other voyages are in Essex Institute Historical Collections, IV, 258, 259. Her cargo does not appear to have been entered in Salem.

140.

August 1, 1799. Ship *Elizabeth*, Blackler. Calcutta.

Lost in the Ganges seven miles below Calcutta, April 23, 1800.

This was William Gray, jr.'s ship which had recently arrived under Daniel Sage (see No. 127 above). On March 4, 1800 she was reported as just at the Sand Heads at Calcutta, but when Captain Stephen Phillips came in in the *Recovery* September 15, 1800, he reported that the *Elizabeth* was lost coming down the Ganges about seven miles below Calcutta, but the people and part of the cargo were saved. (*Salem Gazette*, September 16, 1800). Capt. Blackler reached Salem January 12, 1801. (*Salem Gazette*, January 16, 1801).

141.

August 9, 1799. Ship *Recovery*, Stephen Phillips. Hamburg.

September 16, 1800 from Calcutta.

This was the Derby ship which returned May 2, 1799 under Captain Ropes, now off for a triangular voyage via Hamburg to Calcutta. She was now a private armed ship authorized to oppose French privateers and recapture their American prizes. She carried a load of coffee and cotton to Hamburg, and

was there by October. She was coppered at Hamburg.

The captain was delayed there waiting for money from London, and the news reached him of the death of his owner, Elias Hasket Derby. (J. D. Phillips; Captain Stephen Phillips, Essex Institute Historical Collections, LXXVI, 110). He finally left Hamburg December 3 in a large convoy and expected he might call at the Cape de Verde Islands and at the Cape of Good Hope. Anyway, he reached Calcutta in April and his arrival was hardly reported before he was back in Salem, having gone from Hamburg to Calcutta and back to Salem in nine months and ten days. Captain Phillips brought in a sheaf of news including the report of the loss of the *Elizabeth*. (*Salem Gazette*, September 16, 1800). The *Recovery* was ordered to Boston for sale with her cargo to settle the Derby estate and was not entered in Salem.

In the middle of the year 1799 there was a marked shift from the Eastern voyages to the Russian and Mediterranean trade, probably due to the great increase in French privateers in the Indian Ocean. This also created the first real Salem interest in the fur trading and Canton voyages via the Pacific.

142

August 20, 1799. Ship *Ulysses*, Captain William Muford. India.

September 30, 1800 from Calcutta.

This was a large ship of 340 tons built in Haverhill in 1798 which had been one voyage to Batavia (see voyage No. 129) and belonged to William Gray, jr. She was reported at Calcutta March 4, 1800, and left in company with the *Recovery* but did not reach Salem till a fortnight after. (*Salem Gazette*, July 29, September 12, 1800.)

Late in October a vessel arriving in Providence reported that a hawk had alighted on the fore-top-gallant masthead on September 27 with a message

around its leg which read "Ship *Ulysses*, William Mugford, Master, from Bengal bound to Salem." (*Salem Gazette*, October 10, 1800.) No explanation is offered and it was probably just a sailor's prank. The *Ulysses* had already touched at Providence en route from Salem to Philadelphia. She did not enter her cargo at Salem in September.

143

May (?), 1799. Ship *Perseverance*, Richard Wheatland. July 29, 1800 from Calcutta at Boston.

Like all the Forrester ships the *Perseverance* made irregular voyages, seldom going and coming direct to or from Salem. In the spring of 1799 she had made the famous voyage to Havana where she whipped the French privateer so badly in the old Bahama Strait. (see letter in History of Essex County, II 68). No departure from Salem is recorded but her departure from London for India on July 27, 1799 is recorded and her safe arrival in Calcutta. (*Salem Gazette*, September 24, 1799; June 27 and 29, 1800.)

Her log reports no sight of land till "Pooloo Nyas" off the coast of Sumatra on December 13 and Sumatra itself on December 18, but she made no stop till they reached the Hoogli, January 3, 1800. She left Calcutta March 5, 1800, agreeing to keep company with the ship *Northern Liberties* of New York for mutual protection. Expecting trouble, they "exercised the great guns and small arms" on March 8. They cut pretty close around Africa and sighted land May 13. A number of ships were met or passed but no enemies. They exchanged dinner invitations with the captains. They stopped at St. Helena June 9 for water and found the *Northern Liberties* there also as well as other ships including the *Jefferson* of Philadelphia, with which they agreed to keep company to 32° North. The log ends with the "High Lands of Cape Cod bearing W N W" on July 30, 1800. She probably entered at Boston as she is not entered in Salem. The log is at the Essex Institute.

144

October 23, 1799. Ship *Concord*, Obed Wyer. South Seas.

July 22, 1802 from Canton.

This was a ship formerly owned by William Gray, jr. but now registered in the name of Pickering and Benjamin Dodge, jr., Gideon Tucker, John Barstow and Nathaniel Appleton, a group of younger merchants which had started in for the Northwest Pacific fur trade and the Canton around-the-world trade. The *Alert* had attempted this the year before but had been captured. (see voyage No. 131). The *Concord* reached the Falkland Islands January 27, 1800 and met some Nantucket whalers there. She carried away the main-top-gallant mast off Cape Horn. "If this is Cape Horn, spare me from ever coming again," writes Nathaniel Appleton, the mate. "I fancy they are holding council in Aeolus palace to see what wind they shall give us next." They landed on the Island of St. Mary's and by April 24 had collected 1700 seal skins. They reached Massafuero May 11 and met Captain Folger of the *Minerva* so the Journalist took a trip to Pisco, Lobos Id. and back to Massafuero where he arrived September 1. When he got back. they had collected about 9000 skins but the *Concord* in exploring around had been taken by a Spanish Letter of Marque and held three days. They left Massafuero October 29, 1800 for St. Mary's and back to Massafuero again by January 6, 1801. They made another run over to Valparaiso and Coquimbo and yet another to St. Mary's and Pisco, but finally on August 29, 1801 they pulled out from Massafuero for Canton where they arrived December 11, 1801. She loaded with tea which she brought back to Salem but did not enter there.

There is a very interesting Journal to Canton by Nathaniel Appleton at the Essex Institute.

145

October 25 (?), 1799. Ship *Minerva*, Mayhew Folger. Massafuero.

May 12, 1802 from Canton.

This was a ship of 202 tons recently built at Haverhill and now on her second voyage. She was owned by Nathaniel West and Timothy Williams of Boston (*Salem Ship Registers*, 123; *Osgood & Batchelder*, 138, credit her to Clifford Crowninshield) and was sent on one of the earliest voyages to capture seals at Massafuero Island, and make up a cargo for Canton. Captain Edmund Fanning and Captain O. Paddock of Nantucket had been there the previous year. (Fanning: *Voyages*, 63). The *Minerva* wintered on the coast of South America, south of Lima, and went on to China, March 4, 1801 with 70,000 skins (*Salem Gazette*, Sept. 18, 1801, returning to Salem May 12, 1802 around the Cape of Good Hope, and was the first strictly Salem ship to circumnavigate the world, but she was only two months ahead of the *Concord* (see voyage No. 144). Her cargo was not entered at Salem, except a few pounds of tea belonging to Captain Folger.

146

November 1, 1799. Ship *Vigilant*, James Clemmons. Bombay.

February 28, 1801 from Bombay.

This was the Forrester ship under a new commander. On April 12, 1800 she was reported as having passed the Cape of Good Hope. This seems to have been a direct voyage to Bombay and back for cotton. She was at Bombay July 10, (*Salem Gazette*, Jan. 16, 1801) and left there Sept. 7, 1800 (*ibid* Feb. 27, 1801). She brought 186,392 lbs. of cotton and 4586 lbs. of pepper to Simon Forrester and a little merchandise, pepper and tea to others. Her duties were \$7120.

147

November 5, 1799. Ship *Active*, Timothy Bryant. Bombay.

August 4, 1800 from Bombay.

The *Active* was a new ship of 206 tons just built in Salem for Ichabod Nichols, Benjamin and Gamaliel Hodges and Edward Allen. It was several years since any Salem ship had visited Bombay and some-

thing must have awakened interest in cotton to attract two vessels thither. The *Active* brought 180,000 lbs. of cotton to Nichols and Hodges and the captain, and about \$5000 worth of merchandise. The duties were \$6552.

148

November 12, 1799. Ship *John*, Joseph Ropes. Madeira and India.

January 29, 1801 from Madras and Mocha.

This was the old Derby Ketch *John* now rigged as a ship and owned by Benjamin Pickman, John Derby and Joseph Ropes. By April 12, 1800 she was two days out of the Cape of Good Hope bound eastward, and word reached Salem December 2, 1800 (*Salem Gazette*) that she was at Bombay but did not leave for Tranquebar till June 22. (*Salem Gazette* Jan. 2, 1801)

* Her cargo was 160,000 lbs. of pepper, \$5000 worth of merchandise and a little tea and wine. Most of it belonged to John Derby. Her duties were \$10,768.

149

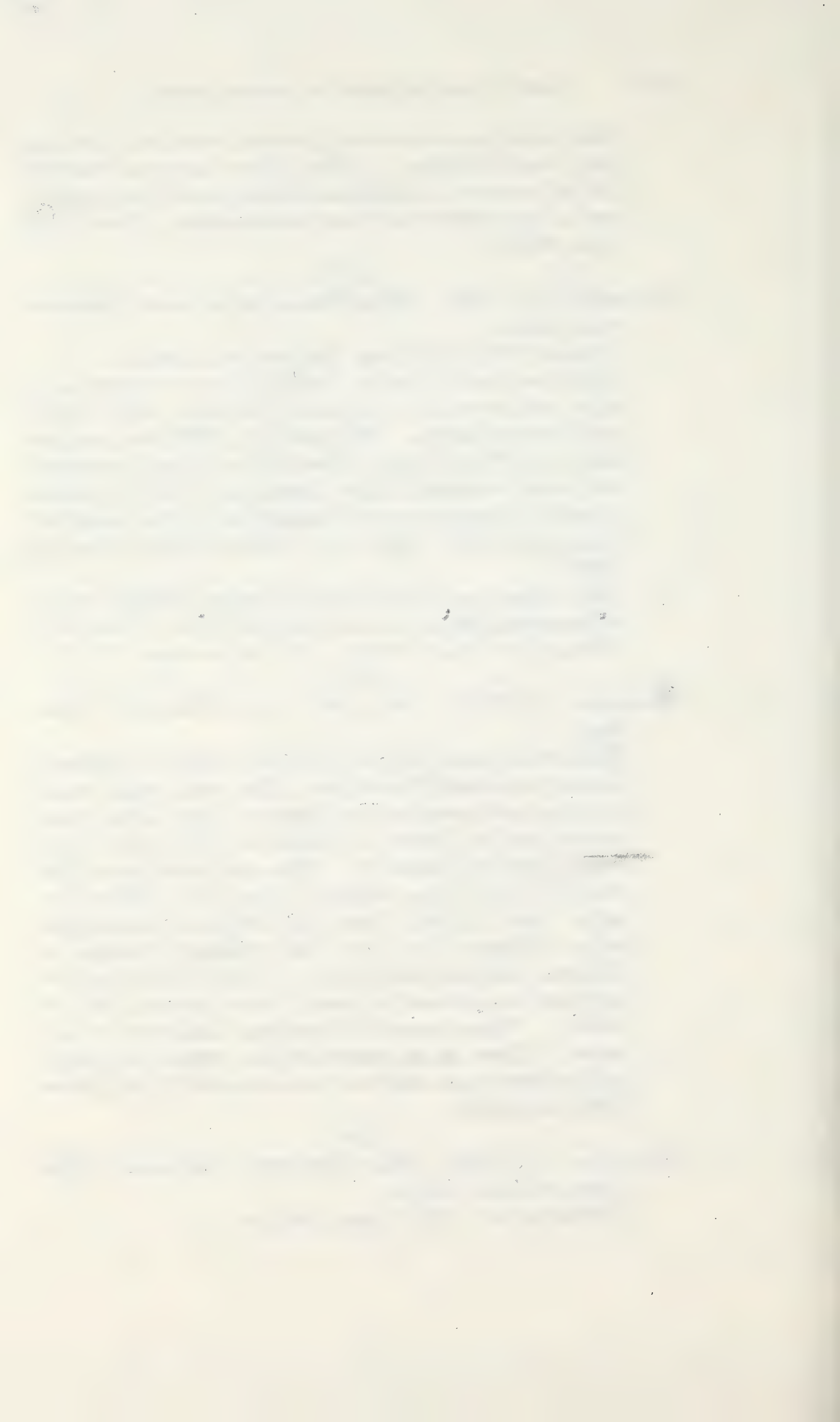
November 19, 1799. Brig *Alert*, James Mansfield. Bombay.

This was a new brig of 141 tons built in Freeport, Maine for Jesse Richardson. She was a small vessel and had not rounded the Cape of Good Hope when spoken by the *Borneo* on March 5, 1800 and did not reach there till April 9. She sent home word that she left the Cape eastbound April 21 (*Salem Gazette*, June 13, July 8 and 11, 1800) and was reported at Calcutta July 6. She evidently touched at Madras and was boarded by a French Privateer two days out but allowed to pass (*Salem Gazette*, Feb. 10, 1801). There were 37 American Indiamen at Calcutta. There is no record of her return but she is said to have been sold to Lynn owners in 1804 (*Salem Ship Registers*).

150

November 19, 1799. Brig *Exchange*, Benjamin Webb. Cape of Good Hope.

December 12, 1800 from Batavia.



This was a former Derby brig now owned by Josiah Orne and others. By April, 1800 she had passed the Cape of Good Hope. On June 17 she was convoyed out of Batavia with fourteen other merchantmen and shepherded safely through the Straits of Sunda by our own Frigate *Essex* which had just reached there. The *Essex* brought them all the way home and reached New York only a few days before the *Exchange* entered at Salem. (*Salem Gazette*, July 8; November 18; December 9, 1800).

The cargo of the *Exchange* was 170,626 lbs. of coffee, 15,517 lbs. of pepper, 72,906 lbs. of sugar and 1140 lbs. of Bohea Tea, all to Josiah Orne & Co. who paid \$11,448. duties.

151

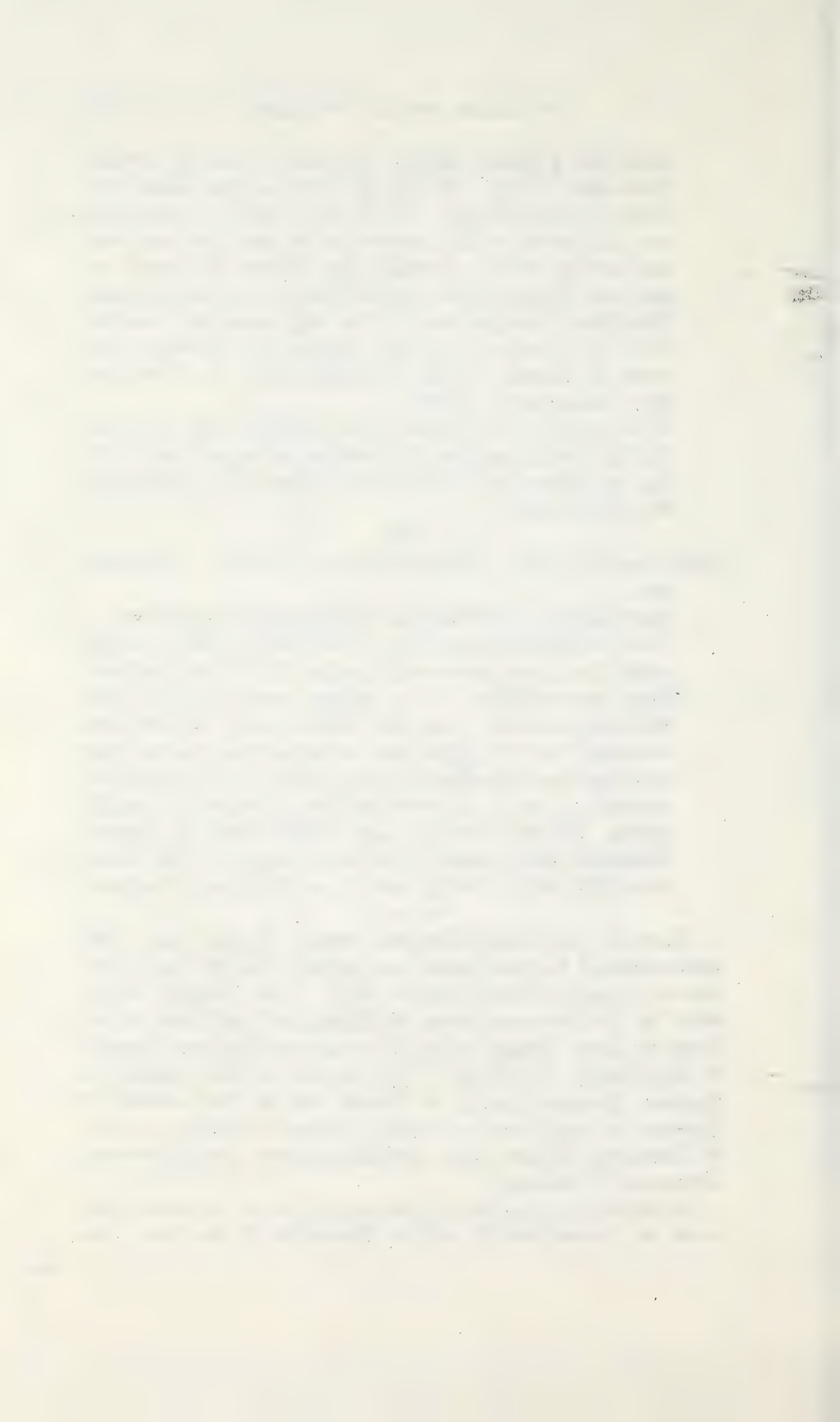
December 24, 1799. Ship *Belisarius*, Skerry. Tranquebar.

September 11, 1800 from Madras and Tranquebar.

The *Belisarius* was still a Crowninshield ship though sailed by a new master who had not the Crowninshield flare for publicity. The voyage seems to have been without incident. She left Madras early in June and returned in 105 days and reported that there were no American vessels at either port. She brought an unusual quantity of merchandise, presumably textile goods, \$55,000 worth; also 58,000 lbs. of pepper, 8000 lbs. of tea and 11,000 lbs. of sugar. The duties were \$13,492. The log book is at the Essex Institute.

There is one other Eastern voyage of the year 1799 which should be mentioned as a fitting close to this calendar of voyages started before 1800. The Frigate *Essex*, paid for by the merchants of Salem and built on Salem Neck by Enos Briggs under their supervision, was launched September 30, 1799. The command was offered to Captain Richard Derby of Salem but he was absent in Europe, so was given to Captain Edward Preble, a native of Portland, Maine, but a graduate of our local Governor Dummer Academy.

A rendezvous had been opened in Salem to muster the crew on November 19 and by December 3 she "was pre-



paring for sea with the greatest activity" and her "crew fast filling up". Considerable stir was made when a worthy citizen went aboard to look around and was promptly lashed to a gun for a couple of hours. It would be interesting to speculate what would happen if the worthy citizen went smelling around one of our present warships (1943). It was just a prank of some young seamen then. (*Salem Gazette*, December 10 and 13, 1800). The general consensus of opinion of the captains who saw her go, and were no mean critics, was that "she sailed remarkably well."

She sailed from Salem fully equipped and manned by 228 officers and men December 22, 1799, saluting Fort Pickering as she went. She joined the *Congress* at Newport, and both vessels sailed from New York January 6, for Batavia, but the *Congress* was presently dismasted and the *Essex* unaware of the disaster went on alone. (*Essex Institute Historical Collections*, X, pt. 111, 1-16).

The *Essex* reached the Cape of Good Hope March 12, a fast run of 66 days. Captain Preble reported an order from the Governor of the Isle of France to confiscate all American vessels and was keen to push on into the Indian Ocean. He left the Cape March 28 for Batavia where he arrived May 15. He gave notice he had come to convoy the American merchant fleet and would sail about June 15. He reached New York December 1, 1800. On December 23 he seems to have been in Salem and "received public testimonies of the good attention he paid to the fleet under his convoy from Batavia." "The *Essex* frigate we are told has been admired wherever she has been seen, as one of the handsomest ships that ever graced the ocean; and for swiftness of sailing she exceeds all calculations and excites the astonishment of the British seamen in the India seas." (*Salem Gazette*, December 12, 1800.)

She was the first American warship to round the Cape of Good Hope and also the first to round Cape Horn. She took a very active part in the French War, the Barbary Wars and the War of 1812. She practically cleared the British merchant and whaling vessels out of the western Pacific in the latter war and was finally attacked and

destroyed in the harbor of Valparaiso March 28, 1814, by two British warships after fighting to the bitter end.

The above list of Indian Voyages really covers a period of about fifteen years for the first voyage started in November, 1784. If the period is divided into three periods of five years each, it shows very interesting general progress both in the length of voyages and in their number. This analysis is based on the *farthest* port probably reached and does not correspond with the total number of voyages because of vessels sold, sunk and captured.

In the first period ending December 31, 1789 there were twenty six voyages; eight to the Cape of Good Hope, nine to the Isle of France (including the Isle of Bourbon), six to Canton and one each to Calcutta, Batavia and Sumatra. Of course many of the Canton vessels touched at the Isle of France and Batavia and there were other combinations.

In the second five years to December 31, 1794, there were thirty voyages; six to the Cape of Good Hope, eleven to the Isle of France, one to Canton (if it was a Salem vessel) via the Pacific, ten to Calcutta and other ports in India and one each to Batavia and Pegu or Rangoon. Here it is apparent that the total trade had grown little, the Canton trade had been practically abandoned, more vessels went around the Cape to the Isle of France and far more went to India. In short the far Eastern trade had been relinquished for the trade in the Indian Ocean.

The third period showed far greater activity all along the line. The number of voyages rose to ninety. Thirty three vessels stopped at the Cape while seventeen made the Isle of France (or Bourbon) voyage. Thirty-three vessels went to Calcutta, five to Madras and three to Bombay raising the Indian total to forty voyages with another to Muscat in Arabia. Nineteen vessels went to Batavia with three more for Sumatra making twenty-two for the Dutch Indies. Five vessels went to Canton, including two via the Pacific, and two more to Manilla making seven to the far east.

The cargoes were very much the same throughout the

period and the great bulk of the imports consisted of Sugar, Coffee, Tea, Pepper and Indigo. The "merchandise" mentioned in the Calcutta cargoes which ran to considerable values, was Indian textiles, bandanoes and print cloths. The quantities of all commodities brought except the textiles far exceeded any possibility of use in New England or in fact in the whole United States and explains and accounts for the great expansion of European trade, especially to the Baltic, at the same time.

One of the great benefits to Salem lay in the fact that outfitting the ships, the wages of the seamen and the freights of the vessels all accrued to the home town and the surrounding communities in Essex County.

An interesting factor to be observed also is that in the whole hundred and fifty voyages only three vessels, the *Juno* (11) the *Cerus* (27) and the *Elizabeth* (139) were lost. Also in a world, most of the time furiously at war, it is surprising that only four, the *Grand Sachem* (31) the *Friendship* (92), the *Eliza* (124), and the *Alert* (131) were lost by capture. Ten or twelve more were sold or disappeared from the record abroad but the vast majority returned safely and made profitable voyages.

(For the data from the British East India Co. records at London and Calcutta, I am indebted to the kindness of Mr. Holden Furber.)

ALPHABETICAL LIST OF VESSELS

The numbers are the number of the voyage in the preceding list. Different vessels of the same name are listed together.

Active, ship, 147.	Brothers, ketch, 81, 115.
Adventure, brig, 5, 94.	Brutus, ship, 126.
Alert, brig. 131, 149.	Cadet, brig, 12, 83.
America, ship, 64, 96, 135.	Caroline, ship, 125.
Astrea, ship 23, 32, 89.	Ceres, ship, 27.
Atlantic, ship. 14.	Commerce, ship, 45.
Aurora, ship, 38.	Concord, ship, 144.
Belisarius, ship, 58, 76, 99, 151.	Dauphine, ship, 15.
Benjamin, schooner, 2; ship, 46, 54, 85.	Eliza, schooner, 3; ketch, 60, 77, 103; bark, 109, 134; ship, 124.
Betsey, ship, 87, 104, 136.	

- Elizabeth, ship, 127, 139.
 Enterprise, brig, 41, 72; ship, 105, 141.
 Essex, bark, 86; frigate, 152.
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- Fairy, brig, 80.
 Follansbee, ship, 123.
 Four Sisters, ship, 107.
 Franklin, ship, 122.
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- Georgia Packet, brig, 71.
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 Grand Turk, ship, 13, 10, 39.
- Hannah, brig, 133.
 Hazen, ship, 114.
 Henry, brig, 20; ship, 33, 47, 62, 113.
 Hind, brig, 37, 66.
 Hope, brig, 6, 9, 19, 28, 36, 42, 50, 55, 68.
 Hopewell, brig, 22.
 Hunter, ship, 44.
- John, ship, 65, 148; ketch, 67, 98.
 Juno, ship, 11.
- Katy, brig, 88.
- Leopard, brig, 112.
 Lighthorse, bark, 8, 13; ship, 34.
 Little John, schooner, 26.
 Lucia, ship, 95.
 Lydia, ship, 25.
- Margaret, ship, 35.
 Martha, ship, 97, 120.
 Mary, schooner, 57; ship, 100.
 Minerva, ship, 61, 145.
- Olive Branch, brig, 101.
- Pallas, ship, 137.
 Patty, schooner, 70.
 Peggy ship, 16; brig, 43, 51; snow, 56.
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 Pilgrim, brig, 84.
 Polly and Sally, schooner, 49.
- Rajah, schooner, 75; brig, 130.
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 Richard and Edward, schooner, 24.
 Rose, brig, 53, 82.
 Russell, ship, 124.
 Ruth, schooner, 69.
- Sally, brig, 74; schooner, 79; bark, 108; ship, 111.
 Star, brig 102.
 Success, brig, 121.
- Three Sisters, brig, 4; ship, 7; brig, 17.
- Ulysses, ship, 129, 142.
- Vigilant, ship, 48; bark, 78, 119; ship, 146.
- Washington, ship, 21, 52, 55; brig, 138.
 William and Henry, brig, 18, 29; ship, 59, 90, 118, 132.

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- Beckford, John, 37, 59, 90, 118, 132.
- Blackler, —, 139.
- Bryant, Timothy, 147.
- Burchmore, John, 102.
- Bullock, Benjamin, 82, 112.
- Cabot, Samuel, 80.
- Carnes. Jonathan, 12, 31, 75, 130.
- Carpenter, Benjamin, 2.
- Chipman, Thomas, 44, 71.
- Clarke, Henry, 5, 30.
- Clemmons, James, 146.
- Cleveland, Richard, 72, 105, 125.
- Coffin, —, 22.
- Crowninshield, —, 21.
- Crowninshield, Benjamin, 20, 34, 96, 135.

- Crowninshield, Clifford, 27, 45.
 Crowninshield, George, jr. 24,
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 Crowninshield, Jacob, 35, 47, 64.
 Crowninshield, John, jr., 99.
 Crowninshield, Richard, 61, 126.

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 Derby, Charles, 83.
 Derby, E. H. jr., 10.
 Derby, John, jr., 67, 98.
 Derby, Jonathan, 98.
 Devereaux, James, 122.

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 Mansfield, James, 149.
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 Orne, Joseph, 104.
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A LETTER OF INSTRUCTIONS &c. TO JOHN CROWNINSHIELD—IN WEST INDIES—COMMAND OF SLOOP *POLLY* AND *SALLY*, BELONGING TO G. C. & SONS—1794—INFORMING HIM TO COME HOME & GO TO INDIA IN SCHOONER *RICHARD & EDWARD*.

COMMUNICATED BY HOWARD CORNING.

As it is considered to be best & my father having concluded to send his large Schooner upon a Voiage to India and requested that I have some memo^{ms} & instructions relating to the business, I hereby comply cheerfully, promising first that as the Stock he proposes to send will not exceed 3 or at most £4000 I must bring the calculations &c to a smaller limit than I would wish to, it being always most eligible to carry on the India trade with large capitals.

It appears the Schooner cant be got away from Salem till March or April & she sh^d not sail after for Isle of France & Calcutta as the seasons shift in Sep^t or Oct^t. I think it best as she will have little or no time to spare at Mauritius that her cargo for that Island should be small, say 100 bb Pork 50 beef 200 bb flour, £150 best Saddles. 15 or 20 Casks Whale Oil 15 or 20 ton Iron for Calcutta as ballast and the remainder of the stock in particular boards and Dollars which last article as the chief dependence will be placed upon them the quantity ought to be encreased to the utmost possible extent. 10.000 will make a tolerable respectable stock in India & I advise by all means that as many should be sent if they can be procured. Dunage may be good. Boats Oars, hard spikes or Capston barrs.

Will suppose the Schooner to sail from Salem by the last of March and that she arrives at Mauritius by the last of July which she'll do if she touches no where. here she should sell all her articles but the Iron & Gin if she carries any, and receive in payment such articles as may appear to be best to take on to Madras & Calcutta—these may be Iron in flatt or square barrs (square are the best) Iron hoopes, Cordage, Duck, small Anchors, Brandies

Cables & perhaps many other articles. the choise should be made from those, the cheapest, the best & from those that it appears probable will be saleable, at or near the cost in India, but I rather expect there will be an apparent loss on most articles, from that Island of 10 to 20^p Cent. on account of the depreciation of its paper currency which when I sail'd stood at 50 per Cent for Dollars or 15 £ each. tho' I hope & a little expect Dollars may be lower in value and if at about 12£ I should advise 3 or 4000 to be purchased so as to risque as few articles on to India as possible. French Red wine in casks should not be touchd upon and that in cases seldom pays a freight as it oftens pricks or sours. Iron in Bengal or Calcutta is worth no more than 5 Dollars perhaps not so much— if it can be sold above that say to realise 6 Doll^{rs} spanish & ballast cheap, I would sell — Copper seldom pays a profit from Mauritius as it there is generally worth £4 p^r Curr^t. and in Bengal not near that. French Canvass & Brandy would have been the best articles to take on when I saild but perhaps not at other times. Tar often is worth 12 to 15 Rup^s at Calcutta, some should be carried from America & if at about 5 or even 6 paper Dollars p^r barr^s 2 or 300 bb should be purchased if the a/c are favorable, & even if it is rated lower by the prices Curr^t 1 or 200 may be ventur'd upon, English Sheathing nails if procurable at Mauritius at 85 £ or 90 £ for 100 lb French — but even at that price a few only would sell in Bengal to more than meet their first cost and charges. — in all calculations of sales from Mauritius at Bengal it should be considered the duties these are high vizt. 4 P Cent upon the cost of articles with an addition of 60 P Cent as the supposed proffits. — this is a great hardship upon foreigners & 'tis done to encourage the Officers private trade on board the companys ships, upon liequors the duties are almost to a prohibition, therefore none should be medled with except Gin in large or small cases and prehaps a little brandy if cheap,—but this may pay a hansome freight from this country, when I was in Bengal it was worth about 3 rpps. p Gallon. — should recommend M^r W^m Macarty Mercht. at Mauritius as a person that may be of considerable service in dispatching

the business in that place. — his influence with Government was as considerable as any one in the Isl^d & his punctuality in payments undoubted.—at least he stood so but to render this matter certain & to be a further guide I shall leave letters giving all the information that may be in my power.

Great dispatch may & should be made at Mauritius as by this time the SW monsoon will be well advanced on the Northern side of the line, as this generally changes in the bay of Bengal in Oct. and often in Sept^r. all Vessels should be in Balasore road (where they get pilots for the Ganges) by the last of Sep^t and as much sooner as possible. the passage from the Isle of France to Bengal should be made in this manner, Stear from Mauritius about N NE. or N by E to the line & not much to the East^d of those courses, as the track is not so clear. the winds will probably be fresh at East or SE, & prehaps continue to 2, 3 or 4 North, but they sometimes sail as far South but as far as 3 or 4 North you may certainly be sure to find the SW monsoon as tis called, this is often SSW. & sometimes West, but seldom has charthing in it, the weather is most always cloudy, & often dark & rainy, from the above Lati^d the charts will show the proper course to the 9' Channel thro' the Maldives, should a N E course may be made with safety, but it should be remembered the Curr^t set with the monsoon, strong to the East a good look out should therefore be kept in passing those Ilds. and especially in runing thro' them upon an East line prehaps they may make the Isl^d Maliqu. but 'tis not necessary & upon the whole not safe — if the weather is clear in passing its Meridian it will of course be seen — the variation here is very trifling but what little there is is West — I should not advise hauling to the South^d till I had either seen the coast of Malabar or got soundings upon it for fear of falling suddenly among the Maladives — off & about Cape Comerin are rocks, by the charts — when these are past — the best way is to launch off SE or ESE & when in the Lat^d of the South side of Zeloan, to bear away East $\frac{1}{2}$ South so as to make it & great care should be used after this not to get sett off far from the Isl^d by the squalls off shore & the currents runing to the

SE when the little & great Basses, (dangerous shoals on the East side Zeloan) are passed, which should be to the East^d then haul into the bay of Bengal upon a Northern course, & make the coast of Coramandel to the South^d of Pondecherry. & then clear along the coast for Madras, where it may be necessary to stop as little time may be lost in doing it, & it may be of great consequence for her most Europe articles often sell better than at Bengal & I shall have letters lodged with M^r Joseph Morton which I propose sending on from Calcutta as soon as I arrive there these will contain every information that I shall be able to communicate from that place — prehaps a load of salt may be procured from the Companys agents or freight to Calcutta— it can be bro't in no other way as it is monopolised solely by the English Company — it is taken in at Pondecherry, Gangam, Covidga &c. &c. I know of no other article but salt & Dollars at Madras that should be venturred upon, except Bills on good houses, these are sometimes better than Dollars, but this can be known by calculation upon the arrival on the coast — those vessels that came from Madras to Bengal when I was there brot nothing but salt, or specie or bills, but prehaps a freight of goods may be procured & generally passengers to make it an object to take them. from Madras to Bengal if the SW monsoon the course best to steer for the pilot vary according as the ship reckons herself early or late in the season, if early then the coast may be kept well aboard from Point to Point tho' 'tis not necessary then to make the land till as far to the north as Jaggernaut Pagoda, then to False Point and so to Point Palmirer & into the road of Balasore, but if so late as Sept^r then a considerable offing should be secured from Madras so as to whether the Point upon a Northern tack with the wind from thhe East^d as in this month the monsoon is often variable well out in the bay & it must always be remembered than in with the coast the curr^t setts the stronger & further out it often runs in a contrary direction & then by Augt. & Sept. it runs strong down the coast to the S.W. but as all vessels should have directories & as these contain every information respecting these matters 'tis unnecessary to say further upon it, only re-

marking, that the Pilot Snows in Augt. & Sept. generally lay about NNW. from 17 fathm. soundings off. Point Palmiros distance 10 leagues in 10 fathoms water, sometimes under way but oftenest at anchor, if later in the season they keep further out from Belasore road to the East^d off the land heads, as ships then endeavor to fall in there— there are twelve of these Snows & six are always out in the roads or should be but they don't give such good attendance as they ought to, considering the navigation is rather difficult to strangers & that they are so well paid for their trouble, the price of pilotage from Balasore Roads to Calcutta is in proportion to the quantity of water a vessel draws, that is the draught in feet is multiplied by the same number of sc. rupees & its amount is the pilotage for their own ships & double the same for foreigners, that is if a ship draws 10 feet, the Pilotage is 100. for their own ships and 200 rupees if a foreigner.

EARLY ADVERTISEMENT OF BLYTH'S PORTRAIT WORK.

BENJAMIN BLYTH Begs Leave to inform the Public, that he has opened a Room for the Performance of Limning in Crayons at the House occupied by his Father, in the great Street leading towards Marblehead, where Specimens of his Performance may be seen. All Persons who please to favour him with their Employ, may depend upon having good Likenesses and being immediately waited on, by applying to their Humble Servant, Benjamin Blyth.

—*Salem Gazette*, May 10-17, 1769.

A CHECK LIST OF SALEM PRIVATEERS IN THE WAR OF 1812.

COMPILED BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LXXIX, page 274.)

Monday 20th. Moderate breezes & hazy the first part of this day. At 2 P.M. saw land bearing N. suppose it to be Torbay, at $\frac{1}{2}$ past 2 saw a schooner running for Holland's Harbour, very resembling a fishing boat, I had detained called the Dasher, stood in for the harbour, hove too and sent the First Lieutenant (Mr. Upton) with 4 men well armed to ascertain the particulars. At 8 P.M. he returned with two women, on board, from whom I obtained the following information; that on the night of the 15th. or 16th. our boats with Mr. Brookhouse, eight men & a pilot, boarded a sloop at anchor in Country harbour, but owing to a contrary wind, were not able to get her to sea, in consequence, they stripped her of every thing valuable & made the best of their way out of the harbour, they perceived 2 vessels standing in, evidently to avoid us, they boarded & captured them & perceiving us chased by a large cutter, made the best of their way for the United States, that the vessels were schooners from Halifax, the one, S. Darby, master, with supplies for Sable Island, the other with provisions for Bermuda. Liberated John Rude, the skipper of the fishing boat & sent him on shore with the women, who were wives to 2 other fishermen I had detained, one of which I had sent on board the ransom'd Brig Oriana, the other (Clyburn) went as pilot on board our boat on the expedition. The poor fisherman expressed his thanks in the most moving terms, & pledged himself to render every assistance in his power to the American cause; owing to their miserable state of Poverty, gave them a few biscuit & a few lbs. of Beef, for which received their parting blessings. And made after a small schooner to the S.W. it soon after coming on very foggy, lost her & hauled our wind to the Eastward, intending to cruise between Cape Breton & Newfoundland. Through the night heavy squalls, made & took in sail as circumstances re-

quired, sounded at 8 A.M. in 45 fathoms sandy bottom. Ends fresh breezes & thick unpleasant weather. Lat. by Obs. 44.14 E., Long. 60.29 West.

Tuesday 21st. First & middle part of these 24 hours fresh gales & a rough sea—sounded frequently from 100 to 25 faths. sandy bottom. At 8 A.M. discovered the water in the hold to be nearly up to the platform, the pumps not delivering any water, broke out a water cask & by bailing freed her. At 11 the officers & crew declared the vessel unworthy to proceed further on the cruise, owing to the Bowsprit & mainbeam being sprung, the wood ends started & our crew greatly weakened by sickness & manning captured vessels. After examining particularly into the cause of their reluctance to proceed & finding it not ill founded, concluded to return to some American Port to refit & replenish our exhausted crew. Latter part fresh breezes & pleasant weather, with a heavy sea, vessel making considerable water. Lat. by Obs. 45.1 N., Long. 57.42 West.

Wednesday 22nd. First part of these 24 hours light breezes & hazy. Middle & latter part calm, caught 15 or 20 halibut, saw no vessel of any description, soundings from 15 fathoms to 50 on Banquereau. There being but little sea made no water of consequence. Lat. by Obs. 44.37, Long. 57.38 West.

Thursday 23rd. First & middle part of these 24 hours moderate breezes and thick unpleasant weather, with frequent showers of rain, under all sail. Latter part more moderate, saw nothing—Vessel making considerable water. Lat. by indifferent obs. 43.26 N., Long. 58.40 W.

Friday 24th. Light breezes & pleasant all the first part of these 24 hours, middle part fresh breezes & pleasant. At 8 A.M. saw a sail standing towards us, stood for her untill we discovered her to be the same vessel that chased us on the 15th. Inst., made all sail and kept before the wind, after showing English colours, firing upon us, & chasing us about 3 hours, they hauled their wind, suppose her to be a cutter schooner I had recd. intelligence of being stationed off Halifax. Latter part very fresh breezes, thick weather and a rough sea. Bowsprit considerably started in. Lat. by Obs. 43.16, Long. 61.30 W.

Saturday 25th. Rainy unpleasant weather & light flattering breezes all the first and middle part of these 24 hours, under all requisite sail improving every opportunity to get to the westward, saw nothing of importance during the day—latter part moderate breezes & pleasant weather a considerable swell from the southward. Lat. by Obs. 42.20, Long. 63.44 West.

Sunday 26th. Light breezes from the S. & W. all these 24 hours, under all sail, tacked occasionally, saw no vessel, sounded with 150 faths. line & no bottom. Considerable swell from the Southward and a strong southerly current. Lat. by correct merid. alt. 42.15 N., Long. 64.14 W.

Monday 27th. Moderate breezes & pleasant weather the first part of these 24 hours under all sail. Middle part light airs & foggy. At 10 A.M. sounded in 65 faths. water, gravel & sand, lowered the boat & tried the current, found it setting by compass N.W. 6 W. $1\frac{6}{8}$ knots per hour. At 11 A.M. heard the report of several guns in the N.W. saw nothing. Lat. by Obs. 42.37, Long. 65.40 W.

Tuesday 28th. Commences with moderate breezes & pleasant weather. At 1 P.M. saw a sail standing directly for us, short'ned sail & allowed him to come within 3 miles, when we discovered him to be a large English armed Brig. Made sail & bore away. After chasing us about 4 hours haul'd their wind, finding they gained nothing on us—we likewise haul'd our wind at the same time. Middle & latter part light airs & calms; at daylight saw a sail standing toward us, the wind being very light, sent the first Lieutenant & five men well armed to reconnoitre, at 11 A.M. they returned & informed me that they had rowed near enough to ascertain her to be the same brig that chased us the preceding evening—it soon after becoming foggy lost sight of the Brig. Lat. by Acct. 42.13 N., Long. 65.33 W.

Wednesday 29th. Light breezes & moderate sea all these 24 hours, made little progress, experienced a strong current setting to the Northward & Westward. Saw nothing of consequence, except a small spar, which we took on board. Lat. by Obs. 41.57 N., Long. 66.10 W.

Thursday 30th. Commences with moderate breezes & pleasant weather. At 1 P.M. saw a sail to the Westward, made all sail for her. At $\frac{1}{2}$ past 6 brought her too; she proved to be an English Schooner from Jamaica bound to Halifax with a cargo of 74 puncheons of rum, George Hawkins, master. Sent Mr. Ropes on board as Prize Master. H. Ellingwood I (J?) Hammond, W. Tibbets & J. Mathison, mariners, & ordered him to Portsmouth, concluding it to be the nearest port in the United States. Detained Richard Newburn, mate, James Gilbert, John Dennett, Bob Simmond, & Morris Cavanaugh, marines on board the Eliza. And Peter McKinlay & son passengers. One of the prisoners gave me the following intelligence.—That on Saturday 25 inst. they fell in with the English Man of War Africa, of 64 guns & 4 frigates, among whom were the Guerier (sic Guerriere), Bevidere & Eolus, in pursuit of the American squadron under Commodore Rodgers, that the Eliza was detained 6 hours by the Guerriere, during which time, they took an American ship from Spain or Portugal, that being short of men they burnt her. The evening previous, the Eliza parted with the Jamaica fleet bound to Europe, consisting of 70 sail under convoy of the Thetis, frigate of 38 guns. The Africa & her consorts had obtained information that Commodore Rodgers had gone in pursuit of the Fleet & were then on their way to join the convoy, expecting there to meet the American frigate— That the Africa & frigates in company had captured 18 American vessels & not having a crew sufficient to man them, burnt all except a Brig, on board of which they put about 200 Americans & sent them to New York. That the Belvedere on the American coast had been chased by the President & had lost 2 of her men, & had 18 wounded. That the President, with only her topsails set, sailed several times around Belvedere, but declined coming to a close engagement. That the Africa had captured an American Sloop of War with dispatches for the American Squadron & had been sent into Halifax.—thinks she was called the Hornet, that her crew were sent to New York. That the Guerriere had chased an American frigate for a considerable time, but think it probable she escaped & put into New York.

Some articles having been missed by the Mate of the prize, ordered every man's bag on deck, in one of them, said to belong to John Mathison, found 2 pieces black lace & some wearing apparel, probably plundered from Mr. McGilvray, his mark being on a handkerchief found in the bag— The middle part thick & foggy weather, set all sail & stood to the Westward; at daylight saw a Schooner a great distance astern, it soon after becoming very thick, lost sight of her. At 11 A.M. saw a sail to the N.E. under a press of sail standing for us,—find she gains on us very fast. Lat. by Obs. 42.31 N., Long. 67.57 W. Ends with fresh breezes & hazy unpleasant weather.

Friday 31st. Commences with fresh breezes & rain—the Brig in chase, at 3 P.M. was near enough to ascertain him to be an English Armed Brig, made all sail & left him astern, in a few hours he haul'd his wind. Middle part light breezes & rain, sounded frequently during the night from 75 to 90 fathoms. At 8 A.M. saw a Brig ahead standing toward us, shortly after saw two other vessels on our lee bow, one of which appears to be a schooner; the other too far distant to ascertain what she is, gave chase to the Brig, gained considerably on her. At 12 Merid. the Brig bore N.W. 6 miles dist. The schooner at the same time W. 6, N. 10 miles. Lat. by Obs. 42.57, Long. 68.57 W.

August Saturday 1st. First part of these 24 hours very light airs and pleasant weather. At 4 P.M. came up with the Brig, she proved to be the Eliza of Philadelphia, Capt. Bullock, from Galway, Ireland with 25 passengers, bound for Philadelphia,—advised him to make the nearest port— informed me he was chased by an English frigate off Cape Sable, that he escaped in a fog. Saw at sunset 10 sail in different directions. At 8 P.M. sounded in 30 faths on the Western part of Jeffry's Ledge—sounded during the night in from 8 to 90 faths water. At 7 A.M. saw Boon Island bearing N.E. $\frac{1}{4}$ mile dist. sent the boat on shore with the first Lieutenant & took a pilot to carry us into Portsmouth. At 9 Cape Neddock bore W.N.W. dist. 2 leagues. Star Island W. 6 S. 9 miles dist.—a number of small vessels in sight, one of

which appeared to be a privateer. Weather very foggy—At $\frac{1}{2}$ past 10 cleared off, saw Portsmouth Light House, passed the fort & saluted. At 12 got up to the town & reported the vessel to the Collector & gave him a manifest of goods on board taken from an English Brig. At the same time reported our prisoners & requested to have them taken out, but the Deputy Marshall (Mr. Libby) being a tavernkeeper & having a large party to dine at his house, could not attend, was in consequence desired to keep the prisoners on board untill Monday when they would be disposed of.

Sunday 2nd. Laying at Sheafe's wharf — centinels placed & no one allowed to go on shore belonging to the vessel & no one on shore, excepting the Custom House Officers etc. allowed to come on board. Sent Mr. Upton the first Lieutenant with dispatches to the owners & allowed the Carpenter, Farnum to go on shore—discharged 2 pilots—one from Boon Island, the other up the river to Portsmouth—paid them eight dollars & sixty cents.

Monday 3rd. Commences pleasant. Wind at N.W. at 4 P.M. received orders to proceed to Salem, engaged a pilot to take her round and got under way at 5 P.M. Waited some time for the Deputy Marshal to take charge of the prisoners, but finding the wind favourable concluded it would be more satisfactory to my employers to improve it. At 6 A.M. Baker's Island bars W. distant 3 miles—At 10 A.M. came to anchor abreast India Wharf in Salem. District of Salem and Beverly.

Port of Salem, August 26, 1812.

I, Samuel C. Handy, commander of the Private armed Sloop Polly of Salem, lately returned from a Cruise do solemnly and sincerely and truely swear that the foregoing record constains a full, just and true account of all the transactions on board said Sloop during her said Cruise.

So help me God!

Sworn Aug. 26, 1812

Samuel C. Handy

Before Wm. M. Oliver, Jr. Coll.

List of Seamen sent from the Polly, on board of Prizes. Sloop Endeavour, captured 9th July from St. John's.

John Allen, Prize Master, Israel Phippin, Saml. Preston and Eben Merritt, mariners.

Fishing Boat Dasher, 15th July.

Mr. Hazzledon, John Gatchell & John Steel.

Fishing Boat detained for information 15th July.

Enoch Haggett & Daniel Sheane.

Schooner Diligent, captured 15th.

Mr. Briggs, Prize Master, Wm. Herrick, Stephen Bailey, Thaddeus Bosson, Vincenzo Mark.

Sent in the boat on an Expedition 15th.

Mr. Brookhouse, John Marston, Peter Roderigue, Joseph Hosmer, Sampson White, Jos. Helenbold, James Moore, Nathl. Sawyer, Nathl. Parker & Clyburn, as pilot, (taken from a fishing boat.)

Schooner Eliza, captured 30th July.

Mr. Ropes, Prizemaster, H. Ellingwood, I (J?) Hammond, Wm. Tibbits & J. Matheson.

The Salem *Gazette* on the following dates announces:—

31 July 1812 a sloop, prize of Polly, re-captured and sent to Halifax. Lieutenant R(ober) Brookhouse in Halifax prison. (This could not have been the sloop taken 9 July as she arrived in Salem 15 July.)

26 August Polly sailed on a cruise.

4 September Polly, Handy master, dismasted in chase of a sloop. A barque, her prize arrived in Salem that day.

No record has been found as to her return for repairs but she was evidently far to the southward on a return to her cruise for on 28 November she arrived in Wilmington, N. C., having captured a ship about 40 days since. (Essex Institute *Historical Collections*, v. 37.) The *Gazette* reports this 1 December. It was a vessel from Brazil and Polly had one killed and two mortally wounded.

18 December Arrived brig Venus, late McCarthy, prize of Polly, at Savannah. The action had lasted 15 minutes. Venus was captured 18 October and arrived 7 December.

17 January 1813. Polly arrived at Portsmouth.

23 January arrived a schooner, her prize, in Salem.

Doctor Bently reports 11 August 1813—"Last evening arrived privateer Polly 35 days out. Took 8 prizes, ransomed 1 and gave one to Prisoners." That is to say she

sailed 7 July though this does not seem to be noted in the papers.

The following comprise all references found in the *Essex Register*:—Dates are dates of issue.

15 July 1812. The Boat Hunter, Green, . . . was boarded from the Privateer Polly of Salem and was told that the night before they had an engagement with a frigate's launch containing about 40 men with a swivel and small arms and beat them off. The Polly had four men wounded and supposed the launch suffered considerably. Port of Boston 13 July. (This incident is reported on the 15th. in her log for the 24 hours 14th.-15th. and it is strange that it should have been in the Boston record of the 13th.)

18 July As of 15 July is an account of the engagement of the Polly and Endeavour as described in the log of the 8th.

29 July Port of Salem 25 July. Arrived the British Schooner Diligent, Busier, with a cargo of 50 pipes of brandy, a large cases (sic) of looking glasses, several casks of Hardware &c prize to the Privateer sloop Polly. She was from Halifax, bound to Quebec. (Also in the log for 14th.-15th.)

The privateer Snowbird spoke the Polly, privateer, off St. John the 22d.

5 August Arrived 1 August the privateer Polly, Handy, from a cruize having taken 6 prizes, 3 have arrived, 1 laden with rum, one with sugar, and one with brandy &c. Two have been re-captured and one, a brig in ballast from Europe, ransomed after taking out a few bales of goods.

29 August To be sold at auction 31 September Prizes captured by the privateer armed Sloop Polly.

Sloop Endeavour, a Bermudian vessel 3 years old, copper fastened, about 70 tons.

Schooner Diligent at about 80 tons.

Schooner ——— about 75 tons.

Together with appurtenances thereto belonging, Also their cargoes.

2 September. From Halifax Mr. Brookhouse, an officer of the Polly on her first cruize, having been re-captured in a prize vessel. Mr. Brookhouse informs that

the following privateers had been captured and brought in to Halifax. The Polly of Marblehead by the Colibri and other smaller vessels. (There being several Pollys in Marblehead this one cannot be identified.)

5 September Arrived Newport the privateer Rossie. (Of Baltimore, an immensely successful schooner under Captain Joshua Barney. Her prizes were valued at over a million and a half dollars.) On 29 August she was boarded from the sloop Polly, 10 guns, 3 days from Salem. (The Rossie was captured by Dryad 17 January 1813 and sent to Plymouth, England.)

2 December Arrived Wilmington, S. C., privateer sloop Polly, Handy of this port from a cruize of about 70 days, having captured 18 October off Fayal a British, coppered brig mounting 6 nine pounders, 20 men, from South America, bound for England with 360 bales of cotton. . . . Polly had 2 men dangerously wounded, one of whom since dead. The prize was ordered to the first port in United States.

5 December Arrived Wilmington the privateer sloop Polly, Captain Handy of Salem from a cruize, to repair and get provisions.

16 December Arrived Savannah 30th. (November) the British brig Venus, late McCarthy, prize to Polly, Handy of Salem. Captured 13 October, armed and copper bottomed. (See log of that date.)

9 January 1813. Arrived Old Town (? Maryland) privateer Polly, Captain Handy of Salem, last Monday. She spoke, coming out of Wilmington River the 30th. ult. the British ship Betsey of Glasgow, Southward prize master, prize to Revenge of Baltimore, captured November 20th. in lat. 36, lon. 15.

Arrived New York 9 January, brig Rotund, reported Sloop Polly came out of Old Town on Thursday.

20 January Arrived at Portland on Monday (18th.) the privateer sloop Polly 12 days from the Vineyard, having been blown off.

6 February Married in Portsmouth—Captain Samuel C(larke) Handy of the privateer Polly to Miss Ann Nelson.

28 July Tuesday July 27. The privateer sloop Polly,

Evans of this port (Salem) has cut out of the Gut of Canso (Nova Scotia) a new pilot boat built schooner with oil stones and a schooner with fish and herrings. The latter has been recaptured off Wood Island (at the mouth of the Saco River) by the *Nymphe*, frigate. Three of the crew landed at Wells last Sunday.

31 July Thursday July 29th. *Epervier*, Captain Wales, reported she had taken an English schooner from the West Indies, Babbige prize master, which had been cut out of the gut of Canso by the privateer *Polly* of Salem.

14 August Arrived at Halifax 1 August a brig from England captured by the *Polly* of Salem and retaken by *Recruit*, gun brig, off Halifax.

25 August a fishing boat Arrived yesterday which was boarded on Monday last, on the middle bank, by the British Frigate *Nymph*, which had captured the day before, the sloop *Polly*, of this port, from the eastward with wood, and had her then in company. The skipper of the fishing boat was detained and the boat sent in with the Capt. of the sloop, for the purpose of procuring money to ransom the vessel. The Capt. of the sloop proceeded yesterday in the fishing boat in quest of the frigate with his ransom money. (This item is included with doubt. It would appear to have been another sloop of the name but not *Polly* of Salem or the one built in Amesbury. No later note was found as to the Captain's having found the *Nymphe*.)

24 November Monday November 22. The privateer sloop *Polly*, Evans, of this port. arrived at Savannah from a cruize. Captured nothing since the *President*, (lately arrived at that port). She has been on a ledge of rocks on the coast of Hispaniola where she remained 5 hours and had to throw 6 of her guns overboard to get off but received no other material damage. Previous to getting on shore, she fell in with an English Letter of Marque ship of 16 guns, exchanged a few broadsides, but found her too heavy and hauled off. We learn no person was hurt. (The second sentence in this item, unless meant as a witticism, must go unexplained. A careful search reveals nothing to explain the reference to the *President*. The *President* was of course a United States frigate which was captured 15

January 1815 off New York by a squadron of four British vessels and certainly was never captured by the little Polly. No later reference in the Register appears.)

6 December. Boston Dec. 5. Arr schooner Polly from Provincetown. Came out on Sunday evening (3d.). Brought up the crews of four vessels viz. sch. Fame, Langdon from Portland; sch. Friendship from Kennebunk and Jane, sloop, from Kennebeck.

29 December. Boston December 2. Schooner Polly from Provincetown came out this morning at 4 o'clock.

12 January 1814. Arrived at New Bedford Letter of Marque sloop Polly, Evans of Salem, 19 days from Savannah, Friday last. She has a cargo of cotton.

16 March Sailed from New Bedford on Saturday morning (11th.) Privateer sloop Polly, Captain Evans of this port.

21 May Boston May 19. Captain Wyer (of Rattlesnake) informs that the privateer sloop Polly of Salem was chased ashore at St. Domingo about the 10th. of April after a chase of 90 hours by Barbadoes, brig of war. She was taken possession of with about 20 of her crew (the remainder having escaped ashore) got off and arrived at St. Thomas (Virgin Islands).

22 October 1814. Boston October 21. An English schooner from Halifax for Castine arrived at an Eastern port. The mate and 3 men Americans, the mate of Salem and 1 man from Gloucester and were formerly of the Polly privateer. They were taken in the West Indies some time since, sent to England and shipped on board the above schooner as English. The English men were brought to Salem. She was an American, McDonald master and formerly was the American schooner Busy.

Her prize Diligent was commissioned as a privateer and is elsewhere dealt with. She was offered for sale at Salem 3 September 1812. Also the same date her prize Endeavour, a sloop. She was built in Bermuda, was about 70 tons. and also for sale was a schooner of about 75 tons, all to be sold at the same time, together with appurtenances thereto belonging.

The Endeavour is described in the Custom House papers as 58'-19'9"-9'6"; 91-14/95 tons. After her condemna-

tion as a prize she was valued at \$605 for the hull and \$2762.08 for the cargo.

The Diligent was valued at \$695 for the hull and \$11,443.17 for the cargo.

The Eliza was valued at \$750 for the hull and \$11,844.33 for the cargo.

The Venus was valued at \$3,000 for the hull and \$22,000 for the cargo.

Polly's agent, Jonathan Neal, paid in to the Custom House from 1 July 1812 to 28 June 1813, on her account, \$17,186.04. This was the fourth largest in size for that period.

The foregoing account of the privateer Polly was compiled without happening to bring to light the fact that for more than fifty years, perhaps much longer, a controversy had been raging in connection with a vessel or vessels of the name. This was possible because it was chiefly carried on in various places and it was discovered by the finding of a quantity of clippings, letters &c. among the MSS. of the Essex Institute.

Just when or by whom the question was raised is not to be answered but in 1897 it was in progress, possibly because of an article in the *Boston Herald* 12 December 1897. It may even have been started by the *Salem Gazette* in the '70s when the arrival of a schooner Polly was announced, Captain [Lewis A.] Arey, master, from New Bedford, bound for Rockland, Maine. Lewis owned her in 1874.

This account quotes the Registry of American Shipping, published by the United States Government, as stating that Polly is a schooner 45.86 tons, 61.4 feet in length, 13 feet beam and 6.3 feet draught, (the fractions of feet seem to have meant for inches and not decimals) built in Amesbury, Mass. in 1864 (sic-1804), owned by Arey of Rockland, Maine. "This record refers to the register granted the schooner when she was built at Amesbury, but the Polly was originally built at Poughkeepsie, N. Y.rigged as a sloop.... When the war broke out she was the property of Salem merchants....her decks altered to accomodate her large crew. She was placed under the command of Captain Samuel C. Handy.... The vessel's

armament consisted of one long tom and a dozen or more lighter guns, and a large supply of small arms, cutlasses, etc. Her rig was altered to a schooner from a sloop" &c.

Now if the reader will refer to the account of the privateer Polly above it will be seen that this agrees fairly well with that vessel except as to dimensions, though the tonnage varies largely. Also it gives the impression that she was altered at the time of her conversion to a privateer. It is doubtless due to this conversion that the tonnage became 91-38/95. However, these figures depart widely from those of the Polly of Amesbury. Of this more later.

It is possible to give verbatim the original register in 1812 of Polly of Poughkeepsie and Salem as follows:—

IN PURSUANCE of an Act of Congress of the United States of America entitled, "An Act concerning the registering of Ships or vessels, Nathaniel Silsbee of Salem in the State of Massachusetts having taken or subscribed the oath required by the said Act and having Sworn that he with Jonathan Neal, Robert Stone, jun., William Silsbee, William Manning, Jeremiah Briggs and Thomas Whitteridge, all of Salem, aforesaid, merchants, are the only owners of the Ship or Vessel called the Polly, of Salem, whereof Samuel C. Handy is at present master, and is a citizen of the United States, having been born within the limits thereof, and that said Ship or Vessel was built at Poughkeepsie, in the State of New York, in the year one thousand eight hundred and one, as appears by a Certificate of Enrollment, No. 169, issued at New York Jan. 4, 1812, now surrendered.

And William S. Smith, surveyor of New York having certified that the said Ship or Vessel has one deck and one mast, and that her length is sixty-eight feet ten inches; her breadth twenty-two feet nine inches; her depth six feet eleven inches; and that she measures ninety-one 38/95 tons; and that she is a square sturned Sloop, has a round tuck, no bridges and no figurehead.

And the said Nathaniel Silsbee having agreed to the description and measurement above specified, and sufficient security having been given according to the said Act, the said sloop has been duly registered at the Port of Salem.

Given under our hand and seals at the Port of Salem;

this third day of July, in the year one thousand eight hundred and twelve.

William R. Lee, Collector

J. Holman, Deputy Naval Officer.

It so happens that we are well supplied with official records of Polly of Amesbury. We have 21 registrations and enrollments beginning with a registration at Newburyport 8 October 1805, the year she is said to have been built at nearby Amesbury. She is given as of 60-26/95 tons, 60 ft. 7 in. in length; 18 ft. 6 in. beam; 6 ft. 3 in. draught, William Hooper of Marblehead, original master.

The definite, unalterable answer to the question raised as to whether there were one or two vessels and whether there were one or two privateers is contained in these official documents, hence they must be presented at some length.

After the first registration at Newburyport she was successively enrolled at Marblehead four times under different masters and two changes of ownership until 1842. Her first papers ran from 1805 to 1826, covering of course the period of the War of 1812. The enrollment in 1826 in noting, as is customary when papers are renewed, due to change in rig, ownership or master, the surrender of the old papers "Previously registered at Newburyport 8 October 1805." This definitely settles the claim that she was a privateer since new certificate of enrollment or registration would have had to be taken out for changes of any sort would have called for them and changes there would have to have been. She had therefore been about her regular business of coasting although under a registration she was not confined to that. Her measurements under the new set were the same as under the original ones. She was never registered again until 1845 in Boston under a change of ownership and master and a year later she again changed hands and hailed from South Thomaston, Maine.

Twenty years later she was enrolled at South West Harbor, Mount Desert, 20 April 1865. It is unfortunate that these papers are not available, being probably stored in Bar Harbor. However this matters little for in 1874, when she was owned by Captain Lewis Arey, her measure-

ments are 46.11 tons; 61.4 ft. length; 13.19 ft. beam; 6.3 ft. draught and is called a *schooner* which settles the date of her alteration. That it is the same vessel is settled as the number and date of her previous enrollment at South West Harbor are given.

Hereafter she is called a schooner in 10 enrollments to 1913. Lewis Arey was sole or part owner until 1896. At that time David A. McFarland of Portland was sole owner and master. In 1900 the Webbers of Portland owned her and Ira Webber was her master. Until 1907 the changes of ownership and command do not interest us but that year she hailed from Deer Isle, Maine, and again the papers are probably at Bar Harbor but in 1908 a new set refer back to the Deer Isle set. At that time she was owned in Rockland, Maine, and in 1910 she was enrolled at Fall River, Mass., also in 1913.

In the early winter of 1917/8 she was broken up at Quincy, Mass.

These documents form an unbroken chain from the time she was built until 1913 and the writer challenges dispute of his conclusion that Polly of Poughkeepsie and Salem and Polly of Amesbury were two separate vessels and that the latter was never anything but a peaceful coaster and possibly fisherman.

It would be possible to quote a score or so of stories spun about these vessels. They vary in detail, in most of them the two are confused, in almost all of them statements are made that are definitely inaccurate and all are based upon tradition and hearsay without any actual proofs. Captain Lewis and his son of the same name tried to give information but admitted that "We have no log or other memoranda . . . except what we have picked up from former owners." This was written in 1894 Lewis, junior, says: "We can hardly reconcile the facts." His father was then 81 years old and ready to sell all his vessel property.

POST BOY, pilot boat schooner, was built at Amesbury, Mass., in 1811. She is included here on the strength of her name being entered in the Custom House Book of Commissions Returned to the Custom House, her

Commission having been granted 9 July 1812. It is also stated there that it was granted in France. The following items from the *Essex Register* which, on 24 December, announced— Arrived the pilot-boat schooner *Post Boy*, Glover from Marseilles with a cargo for John Crowninshield. Had been chased by a frigate off Minorca, probably the *Algiers*, and was shot at by a British convoy. Off Cape May she was chased by 2 men of war. She evidently sailed from Salem the 12th of March 1812 as she was spoken 5 April 1812, 28 days out, bound for the Mediterranean. 23 May 1812 she arrived at Toulon.

She had been Registered 27 January, Permanent No. 10, John H. Glover, master, John Derby, owner, 154 tons.

Her crew list of the same date states that she was bound for Civita Vecchia. She was in Marseilles 5 December 1812 and reported that on 14 August last she paid off a Swede at Toulon and took on as a passenger a native of France.

Her dimensions were 81'7"-22'6"-9'7", 154-51/95 tons.

On 5 January 1813 she was to sail from France "in all October" whatever that may mean.

On 21 May 1813 she sailed under Captain Cook for St. Domingo from Salem at 6 P. M. but 2 frigates were in sight and she, of course, put back and sailed again the 24th for the West Indies.

On 1 June 1813 Captain Cook arrived in Salem. He had sailed on the 24th (or 27th) of May, he was chased by *Tenedos* and escaped, but met *Rattler* and running from him met the *Shannon* and was obliged to surrender.

No prizes are credited to her.

Her crew list of 18 May 1813 is among the Custom House papers, Captain William Cook, for the West Indies.

The Tonnage Book shows that 4 February 1813, John H. Glover, master, she entered a cargo from Marseilles to Salem.

(To be continued)

SHIP REGISTERS OF THE DISTRICT OF GLOUCESTER, 1789-1875.

COMPILED FROM THE GLOUCESTER CUSTOMS RECORDS,
NOW IN POSSESSION OF THE ESSEX INSTITUTE.

(Continued from Volume LXXIX, Page 308.)

RAPID, brig, 203 81/95 tons; built Falmouth, Me., 1824; length, 85 ft. 1½ in.; breadth, 24 ft. 11½ in.; depth, 11 ft. 4½ in.; billet head; one deck, two masts, square stern. Reg. Apr. 2, 1827, "Register no. 47 issued Portland Aug. 19, 1824." Samuel Pearce, William Pearce, William W. Parrott, George W. Pearce, owners; Jeremiah Foster, master. Reg. Apr. 18, 1827. Samuel Hanson, M. P. Sawyer, Portland, Me., owners.

RATTLER, sch., 99 81/95 tons; built Danversport, 1859; length, 72 ft.; breadth, 22 ft.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Dec. 5, 1859, "Enrollment no. 180 issued July 2, 1859." Andrew Leighton, owner and master. Reg. Dec. 5, 1860, "Enrollment no. 71 issued Feb. 22, 1860." Same owner and master. Reg. Nov. 25, 1867, "Enrollment no. 90 issued Apr. 12, 1867." Benjamin Bearse, Andrew Leighton, owners; Benjamin Bearse, master. Reg. Nov. 30, 1868, "Enrollment no. 81 issued Mar. 23, 1868." Same owners and master. Reg. Dec. 1, 1870, "Enrollment no. 91 issued Apr. 26, 1870." Andrew Leighton, owner; John J. Pentecost, master. Reg. Dec. 6, 1871, "Enrollment no. 100 issued Apr. 22, 1871. Same owner; Robert S. Baker, master. Reg. Nov. 22, 1872, "Enrollment no. 3 issued July 8, 1872." Same owner; Christopher McPherson, master.

REBECCA C. LANE, sch., Vinalhaven, Me., 171 36/100 tons; built Boston, 1864; temporary; length, 86 33/100 ft.; breadth, 25 62/100 ft.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. Nov. 17, 1868, "Enrollment no. 1 issued Camden District of Belfast, Jan. 14, 1868." Timothy Lane, Vinalhaven, Me., owner and master.

REINDEER, sch., Vinalhaven, Me., 23 64/95 tons; built Essex, 1819; temporary; length, 38 ft. 5 in.; breadth, 12 ft. 11½ in.; one deck, two masts, pink stern. Reg. Dec. 10, 1828, "Enrollment no. 88 issued Dec. 1, 1827." Phineas Ginn, Thomas Pierce, Vinalhaven, Me., owners; Phineas Ginn, master.

RELIANCE, sch., 95 55/95 tons; built Hingham, 1807; length, 68 ft.; breadth, 20 ft. 11 in.; depth, 7 ft. 10 in.;

one deck, two masts, square stern. Reg. Jan. 7, 1818, "Temporary Register no. 119 granted Baltimore, Sept. 19, 1817." William Babson, jr., Joseph Babson, Obadiah Woodbury, owners; David Elwell, jr., master. "Changed to brig." Reg. June 21, 1820, "Temporary Register no. 19 granted Newburyport, June 1, 1820." William Babson, Joseph Babson, Obadiah Woodbury, Elias Davison, owners; Elias Davison, master. Reg. Nov. 3, 1821. William Babson, jr., Joseph Babson, Obadiah Woodbury, owners; Joseph Babson, master.

REPORTER, sch., 83 61/100 tons; built Essex, 1874; length, 78 ft. 5 in.; breadth, 22 ft. 8 in.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. Dec. 2, 1874, "Enrollment no. 65 issued Mar. 24, 1874." Frederic G. Wonson, John F. Wonson, Roger W. Wonson, Franklin A. Wonson, owners; David Melonson, master.

REPUBLIC, sch., 102 44/95 tons; built Essex, 1852; length, 71 ft. 6 in.; breadth, 21 ft. 5 in.; depth, 7 ft. 9 in.; billet head; one deck, two masts, square stern. Reg. Dec. 15, 1857, "Enrollment no. 32 issued Mar. 4, 1856." George Friend, jr., Nathaniel Friend, Charles Friend, owners; George Friend, jr., master.

RESOLUTION, ship, 232 64/95 tons; built Gloucester, 1804; length, 87 ft.; breadth, 24 ft. 9 in.; depth, 12 ft. 4½ in.; two decks, three masts, square stern. Reg. Oct. 30, 1804. Payn Elwell, Payn Elwell, jr., Robert Elwell, owners; Payn Elwell, master. Reg. May 27, 1805. Payn Elwell, owner.

RETRIEVE, sch., 90 36/95 tons; length, 67 ft. 6 in.; breadth, 19 ft.; depth, 8 ft.; one deck, two masts, square stern. Reg. 1856, "a foreign vessel wrecked in the United States and registered in conformity to the Acts of Congress Dec. 23, 1838." Edward Burnham, owner; Charles Merchant, jr., master. Reg. Mar. 16, 1858, "Enrollment no. 126 issued Apr. 23, 1857." William C. Hathaway, Marion, Mass., owner and master.

RETURN, sch., Newburyport, 46 12/95 tons; built Falmouth, Me., 1818; temporary; length, 41 ft. 6 in.; breadth, 15 ft. 7¼ in.; depth, 6 ft. 8 in.; one deck, two masts, square stern. Reg. Nov. 29, 1825, "Enrollment no. 27 granted Apr. 28, 1823." Moses Stevens, John Ramsdell, Amos Goodwin, Newbury, owners; Moses Stevens, master.

REUNION, sch., 86 94/100 tons; built Essex, 1865; length, 82 ft.; breadth, 20 ft. 8 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Dec. 1, 1868, "Enrollment no. 121 issued Apr. 16, 1868." Edward Babson, owner; J. A. Pulcifer, master.



REVENUE, sch., Rockport, 50 28/95 tons; built Essex, 1837; length, 53 ft. 6 in.; breadth, 16 ft. 5 in.; depth, 6 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment Apr. 7, 1854." John L. Babson, Rockport, George Babson, Gorham Babson, David C. Babson, owners; Andrew Frest, master. Reg. 1855, "Previous Enrollment Aug. 18, 1855." Same owners; Robert S. Ricker, master. Reg. Mar. 20, 1860, "Enrollment no. 77 issued Mar. 20, 1858." John Staples, Solomon Barber, Swan's Isle, Me., owners; John Staples, master.

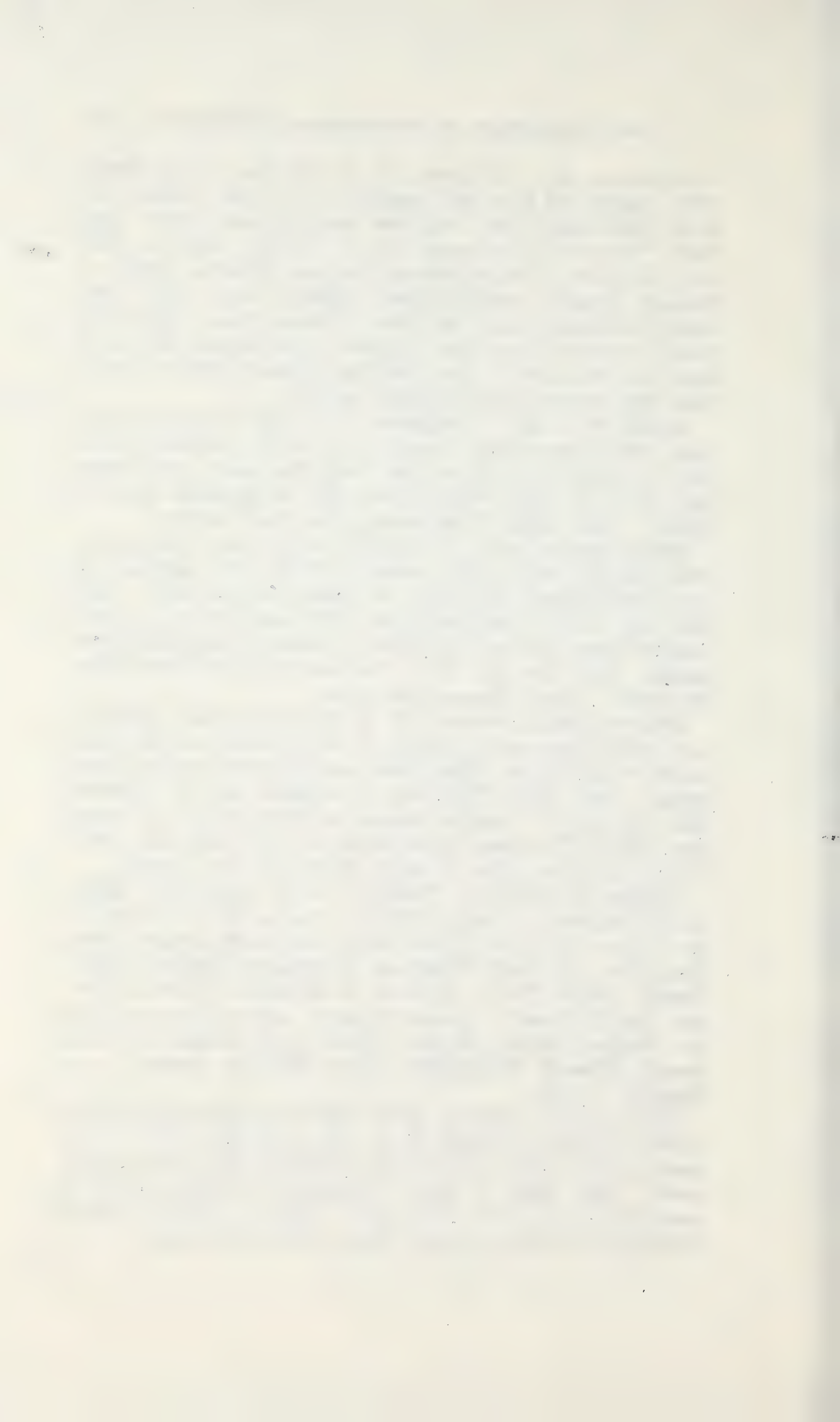
RISING SUN, sch., Vinalhaven, 21 57/95 tons; built Ipswich, 1805; temporary; length, 38 ft. 9 in.; breadth, 11 ft. 1½ in.; depth, 5 ft. 9 in.; one deck, two masts, pink stern. Reg. Dec. 12, 1818, "Enrollment no. 25 granted Apr. 15, 1815." Seba Pease, Vinalhaven, owner and master.

RIVER QUEEN, sch., 64 97/100 tons; built Gloucester, 1868; length, 74 ft. 4 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 6 in.; billet head; one deck, two masts, elliptic stern. Reg. Nov. 21, 1868, "Enrollment no. 192 issued July 3, 1868." Joseph Rowe, William H. Jordon, owners; George Robinson, master. Reg. Nov. 21, 1870, "Enrollment no. 69 issued Mar. 26, 1869." Same owners and master.

ROANOKE, sch., Newport, R. I., 66 91/95 tons; built Essex, 1847; temporary; length, 62 ft.; breadth, 17 ft. 9 in.; depth, 6 ft. 11¾ in.; billet head; one deck, two masts, square stern. Reg. 1849, "Previous Enrollment no. 38 Newport Mar. 23, 1849." Charles Devens, jr., Newport, R. I., owner. Reg. 1853, "Previous Enrollment no. 37 Mar. 23, 1849." John S. Crockett, Eben Crockett, Deer Isle, Me., owners.

ROBERT RIPLEY, sch., Truro, 77 33/95 tons; built Essex, 1852; temporary; length, 68 ft.; breadth, 19 ft.; depth, 6 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Mar. 25, 1853, "Previous Enrollment July 28, 1852." Joseph Doane, Truro, Sylvanus N. Hughes, Luther Nickerson, David Crowell, Richard Pickett, Atkins Hughes, John A. Hughes, James Hughes, Abraham C. Small, John S. Small, Edward Pendagrass, Albert Hughes, owners; — Hughes, master.

RODNEY, sch., Boston, 56 62/95 tons; built Wells, Me., 1836; temporary; length, 61 ft. 6 in.; breadth, 18 ft. 10 in.; depth, 5 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Sept. 6, 1840, "Temporary Register no. 6 issued Pensacola, Oct. 12, 1839." Daniel Godard, Joseph Southwick, Boston, owners; Elias Libby, Me., master.



ROEBUCK, sch., 72 35/95 tons; built Newbury, 1792; length, 58 ft.; breadth, 18 ft.; depth, 8 ft. 1 in. Reg. May 19, 1792. John Low, jr., owner; David Wharff, master. Reg. Dec. 13, 1793. Same owner and master. Reg. Jan. 15, 1798. John Low, owner; Josiah Herrick, master. Reg. July 12, 1800. Same owner; Solomon Allen, master.

ROMEO, sch., Deer Isle, Me., 47 37/95 tons; built Essex, 1829; temporary; length, 51 ft. 4 in.; breadth, 15 ft. 3 in.; depth, 7 ft.; one deck, two masts, pink stern. Reg. Mar. 26, 1842, "Enrollment no. 50 issued Apr. 28, 1841." Thomas Warren, Lewis Knight, Deer Isle, Me., owners; Lewis Knight, master.

ROMP, sch., 50 42/100 tons; built Essex, 1847; length, 64 ft.; breadth, 19 ft. 7 in.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. Nov. 29, 1869, "Enrollment no. 128 issued Apr. 23, 1869." Henry P. Davis, William P. Davis, Eben B. Bray, Edwin Cressy, William Greenleaf, John Cameron, John McEachren, Samuel V. Hamilton, owners; Henry P. Davis, master.

ROQUE, brig, 206 65/95 tons; built Jonesborough, Me., 1816; length, 85 ft.; breadth, 23 ft. 7 in.; depth, 11 ft. 9½ in.; billet head; two decks, two masts, square stern. Reg. May 19, 1835, "Register no. 37 issued Salem, Nov. 29, 1834." John W. Lowe, Michael A. Parsons, owners; Michael A. Parsons, master.

ROSE, sch., Falmouth, Me., 33 66/95 tons; built Essex, 1840; temporary; length, 46 ft. 6 in.; breadth, 13 ft. 8 in.; depth, 6 ft. 1 in.; billet head; one deck, two masts, square stern. Reg. Mar. 24, 1853, "Previous Enrollment May 4, 1852. Surrendered Portland, May 10, 1853." Nelson Bibber, Falmouth, Me., owner and master.

ROSE SKERRETT, sch., 100 18/95 tons; built Essex, 1858; length, 73 ft.; breadth, 22 ft. 2 in.; depth, 7 ft. 9 in.; billet head; one deck, two masts, square stern. Reg. Nov. 25, 1859, "Enrollment no. 91 issued Mar. 24, 1859." Ebenezer Decker, William Decker, Southport, Me., George F. Wonson, Samuel G. Wonson, jr., William S. Wonson, owners; Eli H. Nelson, master.

ROUGH AND READY, sch., Waldoboro, Me., 68 31/100 tons; built Waldoboro, Me., 1854; temporary; length, 76 ft.; breadth, 22 ft. 8 in.; depth, 6 ft.; billet head; one deck, two masts, square stern. Reg. Aug. 6, 1873, "Enrollment no. 8 issued Waldoboro, Me., Mar. 20, 1871." Solomon Winchpaw, William Achorn, George A. Ritz, Waldoborough, Me.,

James W. Jackson, Jefferson, Me., E. Y. Perry, Hanson, owners; I. S. Perry, Waldoboro, Me., master.

ROXANA, sch., Ipswich, 22 15/95 tons; built Ipswich, 1814; temporary; length, 38 ft. 4 in.; breadth, 11 ft. 7½ in.; depth, 5 ft. 9¼ in.; one deck, two masts, pink stern. Reg. Jan. 18, 1815, "Enrollment no. 13 granted Apr. 18, 1814." John Dexter, Ipswich, owner; William Burnham, master.

ROZELLA, sch., Brewster, 53 2/95 tons; built Essex, 1840; temporary; length, 55 ft. 6 in.; breadth, 16 ft. 1 in.; depth, 6 ft. 10 in.; billet head; one deck, two masts, square stern. Reg. Apr. 16, 1842, "Enrollment no. 37 issued Apr. 16, 1841." Benjamin C. Rogers, George W. Higgins, Roland F. Crosby, Brewster, owners; Benjamin C. Rogers, master.

RUBY, sch., 64 22/95 tons; built Bradford, 1785; length, 46 ft. 6 in.; breadth, 17 ft. 6 in.; depth, 7 ft. 6 in. Reg. Jan. 23, 1790. Daniel Rogers, owner; Joshua Burnham, master. Changed to sloop. Reg. Jan. 14, 1792. Fitz William Sargent, owner; Joseph Saunders, master. Reg. July 25, 1794. Isaac Elwell, owner; James Odell, master. Reg. Feb. 24, 1795. Same owner; Nathaniel Saunders, master. Reg. Nov. 9, 1795. Same owner and master. Reg. Dec. 5, 1796. Same owner; Stephen Knights, master. Reg. Oct. 5, 1797. Same owner and master. Reg. May 20, 1799. Same owner and master. Reg. June 23, 1800. Isaac Elwell, Stephen Brown, owners; Stephen Brown, master.

RUBY, brig, 119 33/95 tons; built Bucksport, Me., 1820; length, 71 ft. 2 in.; breadth, 21 ft. 11 in.; depth, 8 ft. 11 in.; billet head; one deck, two masts, square stern. Reg. Nov. 16, 1837, "Temporary Register no. 14, issued Passamaquoddy, Sept, 12, 1837." Edward Trask, Israel Trask, owners; Philip Preastly, jr., master.

RUTH, sch., 75 3/95 tons; built Cohasset, 1799; length, 58 ft. 8 in.; breadth, 17 ft. 7 in.; depth, 8 ft. 5 in. Reg. July 13, 1800. Ignatius Sargent, John T. Sargent, Boston, owners; Daniel Sayward, master.

RUTH, sch., 67 10/95 tons; built Hampton, N. H., 1833; length, 61 ft. 3½ in.; breadth, 17 ft. 7 in.; depth, 7 ft. 1 in.; one deck, two masts, square stern. Reg. Oct. 14, 1845, "Enrollment no. 85 issued Apr. 28, 1845." Oliver Younger, Samuel Gilbert, Jacob B. Winchester, owners; Oliver Gamage, master.

SACHEM, sch., Vinalhaven, Me., 27 27/95 tons; built Essex, 1838; temporary; length, 42 ft.; breadth, 12 ft. 9 in.; depth, 5 ft. 11 in.; one deck, two masts, square stern. Reg.

1846, "Previous Enrollment no. 42, Nov. 22, 1843." Seth Smith, Vinalhaven, Me., part owner.

SAILOR BOY, sch., 37 36/95 tons; built Ipswich, 1816; length, 46 ft. 6 in.; breadth, 13 ft. 8½ in.; depth, 6 ft. 9 in.; one deck, two masts, pink stern. Reg. Nov. 26, 1816, "Master Carpenter's Certificate dated Nov. 4, 1816." William Adams, Isaac Stanwood, George Gott, James Pool, owners; William Adams, master.

ST. CLOUD, sch., 99 26/95 tons; built Salem, 1859; length, 72 ft.; breadth, 21 ft. 10 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Nov. 28, 1859, "Enrollment no. 190 issued July 15, 1859." George Steele, jr., owner; Edward Cash, master. Reg. Dec. 15, 1860, "Enrollment no. 166 issued May 24, 1860." Same owner and master.

ST. HELENA, bark, 245 85/95 tons; built Eden, Me., 1830; length, 94 ft. 7 in.; breadth, 24 ft. 11½ in.; depth, 12 ft. ¾ in.; billet head; two decks, three masts, square stern. Reg. Nov. 27, 1839, "Register no. 2 issued Boston, Jan. 2, 1839." George H. Rogers, Samuel Sayward, owners; Samuel Sayward, master.

ST THOMAS, sch., 74 91/95 tons; built Gloucester, 1830; length, 64 ft. 9 in.; breadth, 19 ft. 1 in.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. June 22, 1830, "Master Carpenter's Certificate dated Apr. 30, 1830." Samuel Wheeler, Boston, David Lane, jr., Oliver G. Lane, owners; David Lane, jr., master. Reg. July 29, 1831, "Temporary Register no. 264 issued Boston and Charlestown, Dec. 15, 1830." Same owners and master. Reg. July 17, 1832, "Enrollment no. 73 issued June 8, 1832." Same owners and master.

SALLY, sch., Salem, 61 38/95 tons; built Danvers, before May 16, 1789; temporary; length, 56 ft.; breadth, 17 ft.; depth, 7 ft. 6 in.; one deck, two masts, square stern. Reg. Nov. 12, 1813, "Enrollment no. 9 granted Apr. 9, 1796." James C. King, Jery L. Page, Salem, owners; Jery L. Page, master.

SALLY, sch., 57 45/95 tons; built Newbury, before May 16, 1789; length, 56, ft. 5 in.; breadth, 16 ft. 10 in.; depth, 7 ft. Reg. Mar. 6, 1794. Samuel Babson, owner; Joseph Smith, master. Reg. Dec. 9, 1794. Same owner; John Stacy, master.

SALLY, sch., 58/95 tons; built Amesbury, 1789; length, 55 ft. 2 in.; breadth, 16 ft. 8 in.; depth, 7 ft. 4 in. Reg. Jan. 16, 1795. Samuel Somes, owner; David Lufkin, mas-

ter. Reg. Mar. 5, 1799. Richard Prince, Marblehead, owner; William Peach, master.

SALLY, sch., 69 16/95 tons; built Bradford, 1788; length, 49 ft.; breadth, 17 ft. 6 in.; depth, 7 ft. Reg. Apr. 4, 1791, John Stevens Ellery, owner; William Allen, jr., master. Reg. Dec. 1, 1796. Same owner; William Ingersoll, master. Reg. Oct. 21, 1797. Ignatius Sargent, Aaron Parsons, Caleb Knowls, owners; Caleb Knowls, master.

SALLY, sch., Newbury, 31 4/95 tons; built Rochester, 1790; length, 46 ft.; breadth, 14 ft. 4 in.; depth, 5 ft. 6 in. Reg. Sept. 28, 1801. Japhet Allen, Newbury, Stephen Greely, owners; Japhet Allen, master.

SALLY, sch., 85 64/95 tons; built Bradford, 1788; length, 62 ft. 9 in.; breadth, 17 ft. 8 in.; depth, 8 ft. 10 in.; two decks, two masts, square stern. Reg. Apr. 27, 1802. Ignatius Sargent, Boston, Aaron Parsons, owners; Noah Bennett, master. Reg. Nov. 24, 1804. Same owners; Elias Davis, jr., master.

SALLY, sch., 100 4/95 tons; built Weymouth, 1804; length, 70 ft.; breadth, 21 ft. 9 in.; depth, 7 ft. 8 in.; one deck, two masts, square stern. Reg. May 9, 1811, "Temporary Register no. 108 granted Boston Apr. 12, 1811." Robert Elwell, 3d, Benjamin Webber, John Johnston, owners; John Williams, master.

SALLY, ship, Portsmouth, 220 5/95 tons; built Newbury, 1803; temporary; length, 83 ft. 4 in.; breadth, 24 ft. 8½ in.; depth, 12 ft. 4¼ in.; figure head, woman; two decks, three masts, square stern. Reg. Mar. 21, 1813. "Copy of Register no. 36 granted Newburyport, July 12, 1803." George Connell, Bow, N. H., owner; John Beach, master. Reg. Apr. 21, 1813, "Temporary Register no. 3 Mar. 21, 1813." Addison Plummer, owner; Nathaniel Smith, master.

SAMUEL E. SAWYER, sch., 74 18/100 tons; built Boothbay, Me., 1866; length, 75 ft.; breadth, 22 ft. 4 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 21, 1867, "Enrollment no. 58 issued Mar. 19, 1867." C. C. Pettingell, Luther D. Pettingell, owners; Alva R. Jones, master. Reg. Nov. 18, 1870. "Enrollment no. 19 issued Salem, Apr. 19, 1870." Charles H. Fifield, Salem, James Cushing, owners; James Cushing, master.

SANGAMON, sch., Harpswell, Me., 37 38/95 tons; built Essex, 1840; temporary; length, 48 ft.; breadth, 14 ft. 1 in.; depth, 6 ft. 4½ in.; billet head; one deck, two masts, square stern. Reg. Dec. 2, 1846, "Previous Enrollment Mar. 9, 1844." — Johnson, part owner.

SARAH, sch., 68 89/95 tons; built Gloucester, 1834; length, 59 ft. 8 in.; breadth, 17 ft. 5½ in.; depth, 7 ft. 7½ in.; billet head; one deck, two masts, square stern. Reg. Dec. 4, 1840, "Enrollment no. 107 issued Nov. 10, 1835." John W. Low, Joseph J. Proctor, owners; Joseph Proctor, jr., master.

SARAH ANN, brig, 193 91/95 tons; built Hampden, Me., 1824; length, 84 ft. 3 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 1 in.; billet head; one deck, two masts, square stern. Reg. Sept. 20, 1828, "Register no. 4 issued Nantucket May 9, 1828." William Stevens, Elias Davison, Abraham Elwell, Obadiah Woodbury, Isaac Somes, owners; Abraham Elwell, master. Reg. Apr. 13, 1829. Obadiah Woodbury, William Stevens, Isaac Somes, Abraham Elwell, owners; same master. Reg. Aug. 29, 1829. Obadiah Woodbury, Isaac Somes, Abraham Elwell, owners; Isaac Somes, master. Reg. Aug. 31, 1832. Obadiah Woodbury, Charles Fitz, Phillip Preastly, jr., owners; Charles Fitz, master. Reg. Apr. 15, 1834. George H. Rogers, Robert Rantoul, jr., Phillip Preastly, owners; same master. Reg. July 28, 1834. George H. Rogers, Robert Rantoul, jr., owners; same master. Reg. Sept. 27, 1836. George H. Rogers, Obadiah Woodbury, Charles Fitz, owners; William E. Herrick, master. Reg. July 8, 1845. George H. Rogers, Obadiah Woodbury, owners; Eben Higgins, master. Reg. 1850.

SARAH ELIZABETH, sch., Dennis, 100 55/95 tons; built N. Y., 1848; temporary; length, 85 ft.; breadth, 20 ft.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment South Dennis Jan. 12, 1854." Anthony Kelly, Harwich, Samuel Rhodes, Boston, Francis N. Waterbury, Darien, Conn., Elisha Rogers, William Sears, Michael Baker, Joseph Waterbury, owners; Edward Gage, master.

SARAH ELWELL, sch., 36 39/100 tons; built Essex, 1846; length, 55 ft. 4 in.; breadth, 16 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Feb. 15, 1868, "Enrollment no. 106 issued Apr. 19, 1867." David Tarr, Stephen Dodd, James G. Tarr, owners; John McRae, master.

SARAH E. SMITH, sch., 90 tons; built Essex, 1856; length, 69 ft.; breadth, 20 ft.; depth, 7 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Dec. 10, 1858, "Enrollment no. 33 issued Feb. 1, 1858." Peter Smith, Samuel W. Brown, owners; Peter Smith, master. Reg. Dec. 2, 1859, "Enrollment no. 85 issued Mar. 16, 1859." Same owners and master.

SARAH E. SNOW, sch., 48 39/100 tons; built Essex, 1849; length, 63 ft. 5 in.; breadth, 18 ft. 6 in.; depth, 6 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 10, 1870, "Enrollment no. 82 issued Mar. 23, 1868." Leonard Walen, Milva Martin, William G. Kiff, Daniel Rowe, 3d, William Walen, Daniel Wiley, Augustus H. Wonson, owners; Orlando Trask, master. Reg. Jan. 1, 1873, "Enrollment no. 57 issued Apr. 1, 1872." Leonard Walen, Orlando Trask, Milvah Martin, William G. Kiff, William Walen, Daniel Wiley, owners; same master.

SARAH H. MERRILL, sch., 100 70/100 tons; built Kennebunk, Me., 1866; length, 83 ft. 1 in.; breadth, 23 ft. 5 in.; depth, 8 ft.; billet head; one deck, two masts, square stern. Reg. Nov. 29, 1867, "Enrollment no. 185 issued June 22, 1867." Albert W. Rowe, Francis Homans, owners; A. W. Rowe, master.

SAUCY JACK, sch., Mt. Desert, 66 tons; built Mt. Desert, 1804; temporary; length, 47 ft. 5 in.; breadth, 18 ft. 5½ in.; depth, 7 ft. 1½ in.; one deck, two masts, square stern. Reg. May 27, 1809, "Enrollment no. 2 granted Frenchman's Bay Apr. 12, 1806." Abraham Somes, Nicholas Tucker, Christopher Merrill, William W. Thomas, Daniel Somes, Mt. Desert, Edward Beal, Ellsworth, owners; Seth Woodbury, master.

SCARLET FEATHER, sch., Portland, Me., 85 9/95 tons; built Essex, 1851; temporary; length, 69 ft.; breadth, 20 ft. 4 in.; depth, 7 ft.; billet head; one deck, two masts, square stern. Reg. 1855, "Previous Enrollment no. 193 issued Oct. 25, 1852." David Fairweather, Portland, Me., William S. Trefeth, George M. Latham, Robert S. Williams, Robert T. Sterling, owners; William S. Trefeth, master.

SCOTLAND, sch., 78 tons; built Kennebunk, Me., 1865; length, 74 ft. 9 in.; breadth, 21 ft. 5 in.; depth, 8 ft. 1 in.; billet head; one deck, two masts, square stern. Reg. Dec. 11, 1868, "Enrollment no. 173 issued May 24, 1866." Edward Babson, owner; William Sadler, master.

SEA BREEZE, sch., 46 61/100 tons; built Gloucester, 1851; length, 60 ft. 8 in.; breadth, 18 ft. 9 in.; depth, 6 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Nov. 22, 1873, "Enrollment no. 150 issued June 21, 1870." William Coas, owner and master.

SEA FLOWER, sch., 21 20/95 tons; built Essex, 1829; temporary; length, 37 ft. 1 in.; breadth, 12 ft.; depth, 5 ft. 7 in.; one deck, two masts, square stern. Reg. Nov. 21, 1835, "Enrollment no. 20 issued Mar. 2, 1834." James Wiley, Reuben Rich, jr., Wellfleet, owners; James Wiley, master.

SEA FLOWER, boat, York, Me., 16 7/95 tons; admeasured Gloucester, Apr. 18, 1838; temporary; length, 36 ft.; breadth, 10 ft. 11 in.; depth, 4 ft. 9 in.; one deck, two masts. Reg. Dec. 19, 1845, "License no. 20 issued Apr. 15, 1845." Timothy Parsons, Stephen L. Seavey, York, Me., owners; Timothy Parsons, master.

SEA FOAM, sch., 57 88/100 tons; built Essex, 1853; length, 70 ft.; breadth, 20 ft. 2 in.; depth, 7 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Mar. 8, 1871, "Enrollment no. 169." Charles F. Carter, George A. Upton, Walter M. Fault, Andrew Leighton, owners; Charles F. Carter, master. Reg. Nov. 29, 1872, "Enrollment no. 115 issued Apr. 27, 1871." Same owners and master.

SEA HORSE, bgtne., 134 46/95 tons; built Biddeford, 1784; length, 64 ft.; breadth, 20 ft.; depth, 10 ft. Reg. Apr. 4, 1791. David Pearce, owner; John Haskell, master. Reg. Feb. 25, 1792. Same owner and master.

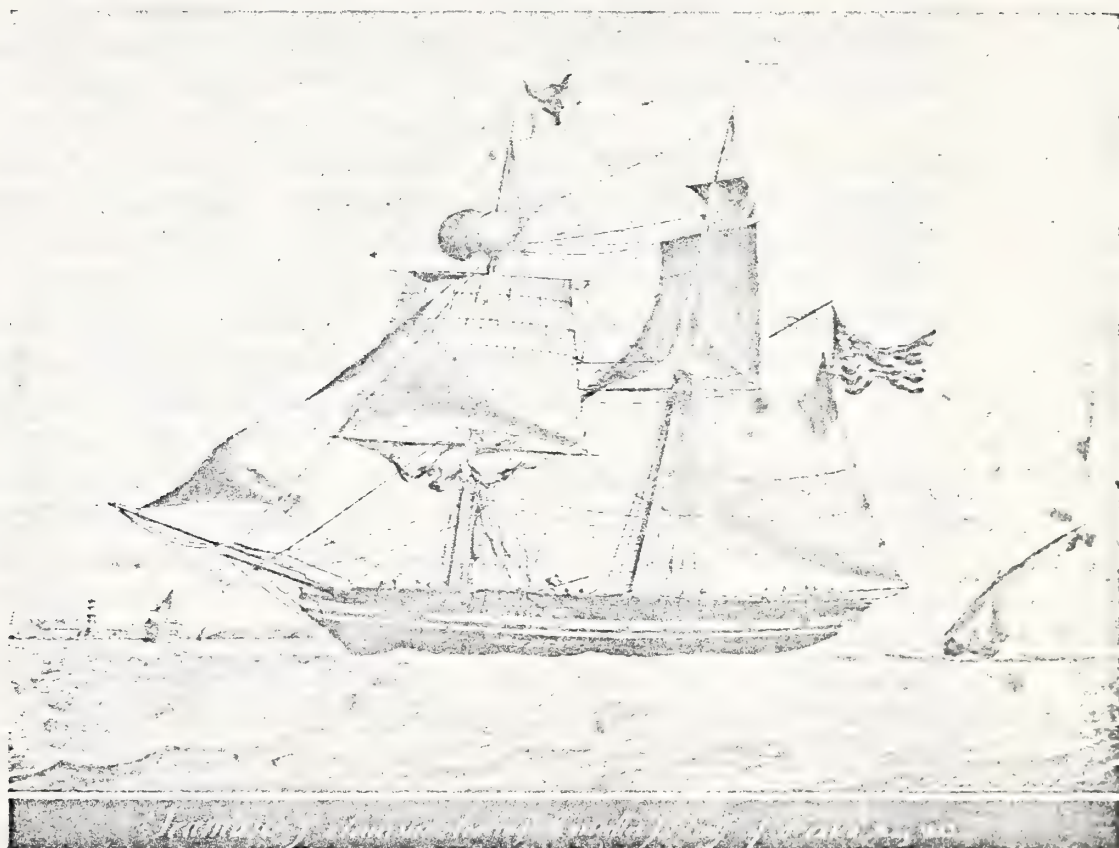
SEAMAN, brig, 181 61/95 tons; built Catskill, N. Y., 1810; length, 70 ft. 7 in.; breadth, 23 ft. 5 in.; depth, 11 ft. 7 in.; one deck, two masts, square stern. Reg. Sept. 17, 1824, "Register no. 9 issued Marblehead May 31, 1824." Winthrop Sargent, Obadiah Woodbury, owners; Abraham Williams, jr., master. Reg. Jan. 29, 1825. Winthrop Sargent, owner; Elias Davis, master.

SEA SERPENT, sch., 68 48/95 tons; built Essex, 1835; length, 62 ft.; breadth, 17 ft. 2 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Nov. 5, 1849, "Previous Enrollment Aug. 18, 1849." James Marchant, jr., master.

SEA WITCH, sch., 87 82/95 tons; built Essex, 1852; length, 68 ft.; breadth, 20 ft. 5 in.; depth, 7 ft. 4 in.; billet head; one deck, two masts, square stern. Reg. Dec. 19, 1857, "Enrollment no. 157 issued July 30, 1852." George F. Wonson, Samuel Wonson, Samuel G. Wonson, jr., owners; John R. McKinnon, master.

SENATOR, sch., Harpswell, Me., 52 55/95 tons; built Essex, 1831; temporary; length, 52 ft. 2 in.; breadth, 16 ft.; depth, 7 ft. 4 in.; one deck, two masts, pink stern. Reg. Dec. 13, 1837, "Enrollment no. 9 issued Feb. 16, 1837." David J. Sennet, James Sennet, Ralf Johnson, Isaac Johnson, William Orr, Harpswell, Me., owners; David J. Sennet, master.

SENATOR, sch., Belfast, Me., 25 60/100 tons; built Essex, 1837; temporary; length, 48 ft. 9 in.; breadth, 15 ft. 5 in.; depth, 5 ft. 5 in.; billet head; one deck, two masts, square



BRIGANTINE "SEAMAN," OF GLOUCESTER
LEAVING MARSEILLES FOR THE GULF OF MEXICO, MAY, 1825

Courtesy of the Peabody Museum, Salem

stern. Reg. Sept. 15, 1869, "Enrollment no. 350 issued July 6, 1865." Williard Mathews, Belfast, Me., owner; Willard Mathews, master.

SETAGAWA, sch., 103 57/100 tons; built Kennebunk, Me., 1865; length, 87 ft. 7 in.; breadth, 22 ft. 6 in.; depth, 8 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Dec. 18, 1867, "Enrollment no. 213 issued July 24, 1867." William H. Friend, Charles T. Bryant, owners; Charles T. Bryant, master. Reg. Nov. 25, 1870, "Enrollment no. 4 issued July 6, 1870." Same owners and master.

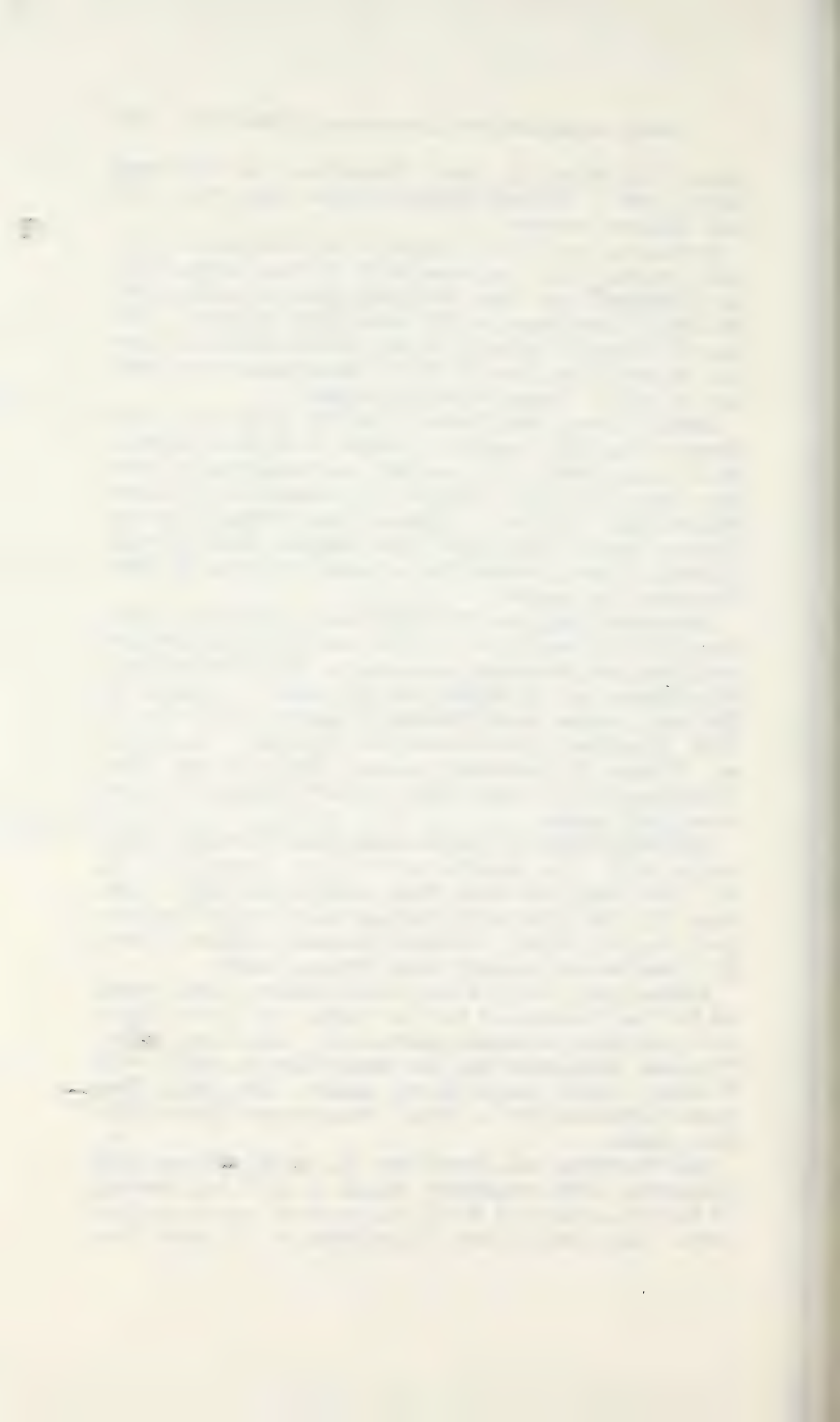
SHOAL WATER, sch., Brewer, Me., 96 22/95 tons; built Brewer, Me., 1856; temporary; length, 82 ft. 3 in.; breadth, 22 ft. 1 in.; depth, 6 ft.; one deck, two masts, square stern. Reg. Sept. 10, 1857, "Copy of Enrollment no. 21 issued Bangor May 21, 1856." Edmund Burr, Samuel Deering, Thomas Gragg, Brewer, Me., David Bugbee, George Savage, Vincent Willard, Bangor, Me., owners; Thaddeus P. Kent, Orrington, Me., master.

SHOOTING STAR, sch., 80 80/95 tons; built Essex, 1852; length, 68 ft.; breadth, 18 ft. 11 in.; depth, 7 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Nov. 28, 1857, "Enrollment no. 42 issued Feb. 27, 1857." Charles R. McDonell, owner, John McDonell, master. Reg. Dec. 1, 1858, "Enrollment no. 69 issued Mar. 10, 1858." Same owner; William F. McDonell, master. Reg. Nov. 22, 1860, "Enrollment no. 77 issued Mar. 1, 1860." Frederick T. Lane, owner and master.

SHYLOCK, ship, 277 85/95 tons; built Newbury, 1824; length, 98 ft. 1 in.; breadth, 25 ft. 2³/₄ in.; depth, 12 ft. 7³/₄ in.; billet head; two decks, three masts, square stern. Reg. Sept. 20, 1824, "Temporary Register no. 24 issued Newburyport Aug. 12, 1824." Winthrop Sargent, William Babson, jr., Elias Davison, owners; Elias Davison, master.

SINBAD, sch., 71 85/95 tons; built Duxbury, 1828; length, 65 ft. 9 in.; breadth, 18 ft. 3 in.; depth, 6 ft. 10 in.; figure head; one deck, two masts, square stern. Reg. June 7, 1854. "Previous Enrollment no. 113 issued May 10, 1853." Eli F. Stacy, owner; Joseph Qurrey, master. Reg. 1855, "Previous Enrollment Oct. 6, 1854." Same owner; Richard Perkins, master.

SIX BROTHERS, sch., Booth Bay, Me., 48 87/95 tons; built Gloucester, 1820; temporary; length, 51 ft. 7 in.; breadth, 15 ft. 2¹/₂ in.; depth, 7 ft. 2¹/₄ in.; one deck, two masts, pink stern. Reg. Nov. 8, 1828, "Enrollment no. 13 issued Mar.



8, 1827." John Andrews, jr., Jeremiah Andrews, Booth Bay, Me., owners; John Andrews, jr., master. Reg. Dec. 28, 1844, "Enrollment no. 44 issued Apr. 9, 1844." Ebenezer Cleaves, North Yarmouth, Me., owner and master.

SMITH TUTTLE, sch., 89 8/100 tons; built East Haddam, 1860; length, 78 ft. 6 in.; breadth, 23 ft. 8 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. Reg. Nov. 5, 1867, "Enrollment no. 44 issued Mar. 4, 1867." Edward A. Story, Charles H. Boynton, Charles Boynton, owners; Nathaniel Saunders, master. Reg. Dec. 10, 1868, "Enrollment no. 72 issued Mar. 12, 1868." Sewall Southard, William P. Lennox, Alfred Lennox, Hartly Jackson, Wiscasset, Me., owners; Sewall Southard, master.

SOLOMON, bark, Boston, 728 71/100 tons; built Kingston, 1866; temporary; length, 145 ft. 17 in.; breadth, 29 ft. 20 in.; depth, 21 ft. 10 in.; billet head; two decks, three masts, square stern. Reg. May 28, 1870, "Register no. 289 issued Boston Dec. 7, 1866." David S. Draper, John Carter, George Draper, William P. Draper, Boston, owners; John Carter, master.

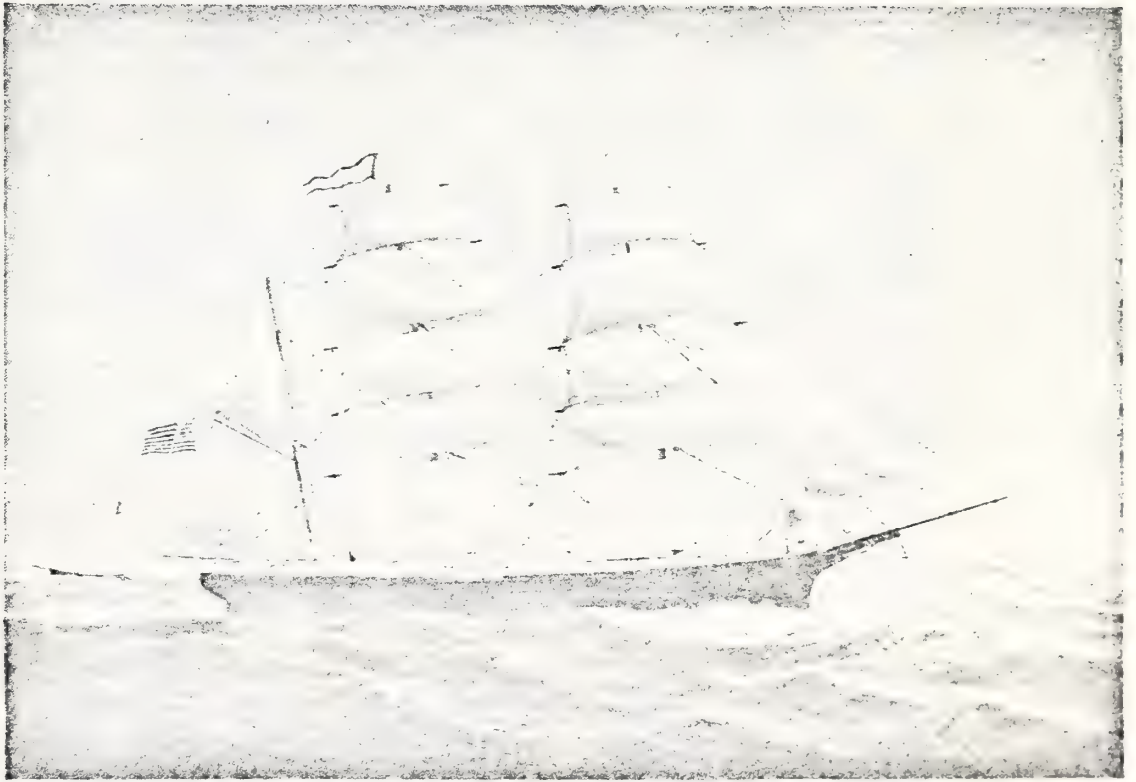
SOLON, sch., 69 tons; built Essex, 1825; length, 64 ft. 4 in.; breadth, 18 ft. 6 in.; depth, 6 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Nov. 16, 1826, "Enrollment no. 1 granted Jan. 2, 1826." Solomon Pool, Daniel B. Tarr, Bowdoinham, Me., owners; Daniel B. Tarr, master.

SOPHIA, sch., Wellfleet, 24 36/95 tons; built York, 1799; length, 40 ft. 8 in.; breadth, 12 ft. 6 in.; depth, 5 ft. 7 in. Reg. Mar. 19, 1802. Micah Dyer, Wellfleet, owner and master.

SOPHRONIA, sch., Portsmouth, 114 31/95 tons; built Hampden, Me., 1825; temporary; length, 75 ft. 9 in.; breadth, 22 ft. 8 in.; depth, 7 ft. 8½ in.; one deck, two masts, square stern. Reg. Aug. 27, 1842, "Enrollment no. 35 issued Portsmouth July 28, 1841." Samuel P. Wiggin, Jonathan Barker, George W. Pendexter, Portsmouth, N. H., James Pickering, Newington, N. H., owners; William Davis, master.

SPECIE, sch., Harpswell, Me., 32 40/95 tons; built Gloucester, 1838; temporary; length, 45 ft.; breadth, 13 ft. 5 in.; depth, 6 ft. 2 in.; billet head; one deck, two masts, square stern. Reg. Nov. 1, 1839, "Enrollment no. 86 issued Sept. 28, 1839." George Pinkham, William Pinkham, Isaac Douglass, Harpswell, Me., owners; George Pinkham, master.

SPEED, sch., York, Me., 23 2/95 tons; built Essex, 1834; temporary; length, 39 ft. 3 in.; breadth, 12 ft. 1 in.; depth,



BARK "SOLOMON," BUILT AT KINGSTON, MASS., 1866

From photograph in possession of the Peabody Museum, Salem

5 ft. 8 in.; one deck, two masts, pink stern. Reg. Jan. 8, 1843, "Enrollment no. 18 issued Mar. 2, 1837." Richard Perkins, Joseph Low, York, Me., owners; Joseph Low, master.

SPEEDWELL, sloop, 40 27/95 tons; built Salisbury, 1783; length, 42 ft.; breadth, 17 ft.; depth, 5 ft. 6 in. Reg. Oct. 17, 1789. William Pearce, Isaac Elwell, owners; Stephen Bacon, master. Reg. Dec. 2, 1790. "Ship stranded and lost." John Rowe, jr., owner and master.

SPEEDWELL, sch., 62 52/95 tons; built Bradford, 1787; length, 58 ft.; breadth, 17 ft.; depth, 7 ft. 4 in. Reg. May 31, 1794. David Pearce, owner; John Haskell, master.

SPEEDWELL, sch., 47 68/95 tons; built Manchester, 1814; length, 51 ft. 8 in.; breadth, 15 ft.; depth, 7 ft. 1 in.; one deck, two masts, square stern. Reg. June 22, 1815, "Enrollment no. 1 issued Jan. 10, 1815." William W. Parrott, William Pearce, William Pearce, jr., owners; Joseph Foster, master.

SPLendid, sch., 72 69/95 tons; built Essex, 1826; length, 60 ft. 3 in.; breadth, 17 ft. 8 in.; depth, 7 ft. 10½ in.; billet head; one deck, two masts, square stern. Reg. Apr. 5, 1841, "Enrollment no. 33 issued Mar. 8, 1837." Frederick Norwood, Richard Friend, George Friend, Josiah O. Friend, Simeon Burnham, Joseph Clough, owners; Joseph Clough, master.

STAG, bark, 274 tons; built Kennebunk, Me., 1831; length, 99 ft.; breadth, 24 ft. 11 in.; depth, 12 ft. 5½ in.; billet head; two decks, three masts, square stern. Reg. Jan. 24, 1842, "Temporary Register no. 254 issued Boston Sept. 7, 1841." Benjamin K. Hough, jr., William Parsons, jr., owners; Charles Fites, master.

STAR LIGHT, sch., 99 73/95 tons; built Essex, 1853; length, 73 ft.; breadth, 20 ft. 4 in.; depth, 7 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Mar. 18, 1854, "Previous Enrollment no. 138 July 5, 1853." William H. Steele, owner; Richard Dennis, master.

STATESMAN, sch., Beverly, 70 52/95 tons; built Essex, 1834; temporary; length, 61 ft.; breadth, 17 ft. 6 in.; depth, 7 ft. 7 in.; billet head; one deck, two masts, square stern. "Enrollment no. 37 issued Mar. 14, 1836." Israel F. West, Luther West, Henry Woodbury, John W. Young, jr., Jonathan C. Foster, Richard Woodbury, jr., Beverly, owners; Israel F. West, master.

STERLING, sch., 63 62/100 tons; built Essex, 1868; length,

72 ft.; breadth, 22 ft. 7 in.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Dec. 2, 1872, "Enrollment no. 180 issued June 18, 1868." Charles H. Pew, John Pew, John J. Pew, John Dago, owners; John Dago, master.

STORM KING, sch., Essex, 122 86/95 tons; built Essex, 1853, temporary; length, 80 ft.; breadth, 24 ft.; depth, 7 ft. 5 in.; billet head; one deck, two masts, square stern. Reg. Aug. 27, 1853, "Previous Enrollment no. 61 issued Mar. 28, 1853. Surrendered Boston Dec. 10, 1853." Lewis Butler, Benjamin Courtney, Essex, owners.

STRONG, brig, 187 62/95 tons; length, 73 ft. 6 in.; breadth, 20 ft. 7 in.; depth, 14 ft. 2 in.; figure head, woman; one deck, two masts, square stern. Reg. Sept. 19, 1814, "Captured in War by Citizens of the U. S. and lawfully condemned as a prize by the name of Torr Abbey by a decree of the District Court of Mass. held at Boston Nov. 11, 1812." James Mansfield; Harvey C. Mackay, owners; Harvey C. Mackay, master. Reg. June 19, 1815, "Captured in War by Citizens of the U. S. and lawfully condemned as prize by a decree of the District Court of Mass. Nov. 11, 1812 as appears by Register no. 3 granted in this district Sept. 19, 1814." Same owners and master.

SUCCESS, sch., 54 32/95 tons; built Biddeford, 1784; length, 46 ft. 9 in.; breadth, 16 ft. 3 in.; depth, 6 ft. 10 in. Reg. June 29, 1790. Winthrop Sargent, owner; John Somes, master. Reg. June 16, 1794. William Pearce, owner; Josiah Herrick, master.

SUCCESS, sch., Manchester, 64 60/95 tons; built Newbury, 1786; length, 46 ft. 6 in.; breadth, 17 ft. 6 in.; depth, 7 ft. 6 in. Reg. Dec. 22, 1789. Samuel Forster, Manchester, owner; Samuel Bennett, master. Reg. Jan. 27, 1790. John Low, jr., owner; David Wharff, master. Reg. May 4, 1795. Daniel Rogers, owner; David Low, master. Reg. Sept. 9, 1797. John Low, owner; Isaac Wharff, master. Reg. Apr. 19, 1799. Edward Fettyplace, 3d, Marblehead, owner and master. Reg. Apr. 9, 1800. Benjamin Foster, Samuel Foster, Manchester, owners; Thomas Smith, master. Reg. June 3, 1800. Ignatius Sargent, William Pearson, David Plumer, Thomas Parsons, Fitz W. Sargent, Joseph Foster, jr., owners; Noah Bennett, master. Reg. May 4, 1801. Joseph Lindsay, Marblehead, owner; John Green, master.

SUCCESS, bgtne., 133 28/95 tons; built Kittery, 1795; length, 70 ft.; breadth, 21 ft.; depth, 10 ft. 6 in. Reg. Feb. 18, 1796. David Pearce, owner; George Pearce, master.

SUCCESS, sch., 70 35/95 tons; built Bradford, 1784; length, 56 ft. 6 in.; breadth, 16 ft. 4 in.; depth, 8 ft. 9 in.; one deck, two masts, square stern. Reg. Jan. 13, 1796. William Pearce, owner; Stephen Brown, master. Reg. May 24, 1799. Same owner; Timothy Davis, master. Reg. Mar. 10, 1803. Same owner; Stephen Brown, master. Reg. Mar. 26, 1804. Same owner; Robert Tarr, master.

SUCCESS, sch., Edgecombe, Me., 22 60/95 tons; built Ipswich, 1815; temporary; length, 39 ft. 1 in.; breadth, 11 ft. 11 in.; depth, 5 ft. 8 in.; one deck, two masts, pink stern. Reg. Dec. 21, 1822, "Enrollment no. 12 issued Apr. 15, 1817." Thomas Hodgdon, 3d, Edgecombe, Me., owner; Jeremiah Blake, master.

SUCCESS, sch., Harpswell, Me., 35 63/95 tons; built Ipswich, 1827; temporary; length, 45 ft.; breadth, 13 ft. 11 in.; depth, 6 ft. 7½ in.; one deck, two masts, pink stern. Reg. Dec. 11, 1835, "Enrollment no. 52 issued Apr. 7, 1829." James Linscott, Phineas Webber, Harpswell, Me., owners; James Linscott, master.

SUKEY, bgtne., 111 55/95 tons; built Salisbury, 1784; length, 65 ft.; breadth, 20 ft.; depth, 10 ft. Reg. Dec. 9, 1791. John Babson, James Pearson. John Beach, owners; Benjamin Sayward, master.

SUKEY, sloop, 83 11/95 tons; built Newbury, 1784; length, 64 ft.; breadth, 20 ft. 5 in.; depth, 7 ft. 6 in. Reg. Feb. 3, 1790. John Babson, jr., owner; John Proctor, jr., master. Reg. Jan. 27, 1791. Daniel Rogers, owner; Joseph Lufkin, master. Reg. Jan. 16, 1794. Same owner and master. Reg. Jan. 24, 1795. Daniel Pearce, owner; same master. Reg. Feb. 2, 1796. John Gorham Rogers, Agent to Daniel Rogers, owner; William Edwards, master. Reg. Apr. 5, 1797. Daniel Rogers, owner; same master. Reg. June 12, 1799. Same owner; David Wharff, master. Reg. Feb. 13, 1801. William Coffin, Samuel Brown, Timothy Rogers, owners; Samuel Brown, master.

SUKEY, ship, 354 23/95 tons; built Bradford, 1793; length, 105 ft. 11½ in.; breadth, 27 ft. 6 in.; depth, 13 ft. 9 in. Reg. June 23, 1794. David Pearce, owner; John Beach, master.

SUKEY, sch., 49 2/95 tons; built Scituate, 1795; length, 55 ft.; breadth, 16 ft. 6 in.; depth, 6 ft. 6 in.; one deck, two masts, square stern. Reg. Feb. 9, 1810, "Enrollment no. 3 granted Boston Jan. 4, 1810." Gustavus Sargent, Jonathan Low, owners; Abraham Stone, master.

SUPERB, sch., Manchester, 144 43/95 tons; built Manches-

ter, 1814; length, 76 ft. 3 in.; breadth, 20 ft. 11 in.; depth, 10 ft. 3½ in.; one deck, two masts, square stern. Reg. Dec. 3, 1814, "Master Carpenter's Certificate Aug. 23, 1814." Tyler Parsons, Manchester, owner and master.

SUPERIOR, sch., Providence, R. I., 69 9/95 tons; built South Kingston, R. I., 1821; temporary; length, 58 ft. 6 in.; breadth, 19 ft. 9 in.; depth, 7 ft. 1¼ in.; figure head, woman's bust; one deck, two masts, square stern. Reg. Oct. 17, 1845, "Enrollment no. 8 issued Providence, Apr. 8, 1845." Albert Messenger, Providence, R. I., owner; Reuben Smith, jr., master.

SUSAN, sch., 42 70/95 tons; built Danvers, 1814; length, 48 ft. 8 in.; breadth, 14 ft. 6 in.; depth, 7 ft.; one deck, two masts, pink stern. Reg. Feb. 10, 1817, "Enrollment no. 56 issued Sept. 2, 1815." Charles Wheeler, William Norwood, owners; Dudley Haraden, master.

SUSAN, sch., Friendship, Me., 26 7/95 tons; built Essex, 1827; temporary; length, 40 ft. 4 in.; breadth, 12 ft. 8 in.; depth, 6 ft.; one deck, two masts, pink stern. Reg. Nov. 5, 1836, "Enrollment no. 43 issued Apr. 2, 1835." Thomas Geyer, Friendship, Me., owner and master.

SUSAN, sch., 101 86/95 tons; built Plymouth, 1837; length, 71 ft. 2 in.; breadth, 19 ft. 1 in.; depth, 8 ft. 6 in.; billet head; one deck, two masts, square stern. Reg. Oct. 27, 1852, "Previous Enrollment Oct. 15, 1852." George H. Rogers, owner. Reg. Oct. 27, 1853, "Previous Enrollment no. 6 Jan. 8, 1853." Same owner; William Harty, master. Reg. Sept. 8, 1854, "Previous Enrollment no. 143 Aug. 3, 1854." M. Tarr, owner; same master.

SUSAN AND ELIZA, ship, 206 14/95 tons; built Gloucester, 1802; length, 82 ft.; breadth, 24 ft.; depth, 12 ft.; figure head, woman; one deck, three masts, square stern. Reg. Mar. 23, 1802. William Pearce, owner; Henry Pearce master. Reg. May 2, 1804. Same owner; Joshua Woodbury, master.

SUSAN AND ELIZA, sch., Vinalhaven, Me., 57 13/95 tons; built Essex, 1825; temporary; length, 54 ft. 6 in.; breadth, 15 ft. 11 in.; depth, 7 ft. 7 in.; one deck, two masts, square stern. Reg. Mar. 24, 1837, "Enrollment no. 47 issued Apr. 2, 1834." Benjamin Coombs, Vinalhaven, Me., owner; Francis Coombs, master.

SUSAN E. BROWN, sch., 92 35/95 tons; built Essex, 1853; length, 70 ft.; breadth, 19 ft. 8 in.; depth, 7 ft. 8 in.; billet head; one deck, two masts, square stern. Reg. Dec. 3, 1859, "Enrollment no. 17 issued Jan. 24, 1859." Jesse Lewis, Reuben Lewis, owners; Jesse Lewis, master.

(To be continued)

BOOK REVIEWS.

MUSICAL INTERLUDES IN BOSTON, 1795-1830. By H. Earle Johnson. 1943, 366 pp., octavo, cloth, illus. New York: Columbia University Press. Price, \$4.00.

The story of America's musical heritage is well exhibited in this new book by Dr. Johnson. He gives a good picture of Boston's cultural life, especially in music, at the turn of the nineteenth century and its growth in appreciation of music. That a great amount of research has gone into its production, no one who reads the book can deny, and thoroughly documented as it is, it is a splendid contribution to early New England musical history. After giving the background, he writes the history of many organizations, like the Philharmonic Society, as well as concert life in general in Boston. The personalities of the Von Hagen family, Mr. and Mrs. Graupner and Dr. Jackson are told in detail. The last chapter takes up the publishers, music dealers and teachers, and an Appendix gives a complete list of musical works copyrighted in Boston, 1791-1827. A full index is included. Strongly recommended to musical people everywhere.

THE MORALE OF THE AMERICAN REVOLUTIONARY ARMY. By Allen Bowman. With an Introduction by Arthur Pope. 1943. 160 pp., octavo, cloth, illus. Washington, D. C. American Council on Public Affairs. Price, \$2.50; paper edition, \$2.00.

Dr. Bowman, who is professor of history at Marion College, Indiana, has been gathering the material for this interesting volume over a period of years. It is particularly opportune just now, and many of his statements will be a surprise to those who have not realized what a lack of morale there was often in the armies of the colonies. He treats the quality of the troops, sickness, wages, provincialism, discipline, behavior in action, absenteeism, desertion and the difficulties experienced in the maintenance of morale. There was an irregular, fluctuating force, serving for brief terms, often jealous of the highly trained English troops, poorly fed, with resentment against strict discipline. Many officers and men left the army in despair, but those who were strong enough to remain became fiercely, determined men willing to undergo hardship for the sake of a principle. Without Washington and his faithful colleagues, morale would have collapsed and the Revolution would have failed. Fully documented and indexed. A worthwhile book for everybody to read today.

GLOSSARY OF SHIPBUILDING AND OUTFITTING TERMS. By Walter J. Eddington. 1943. 435 pp., small octavo, cloth, illus. New York: Cornell Maritime Press. Price, \$3.50.

The author has seen service at sea and is now at the Great Lakes Regional Construction Office of the U. S. Maritime Commission. Hence this is an authoritative volume in which the language of shipbuilding of the three departments on the modern ship — deck, engines and stewards — are brought together for the first time. Many terms, particularly outfitting terms, are defined. New recruits in all branches of the maritime industry will be glad to have this glossary. An extensive Appendix gives drawings and valuable check lists of equipment for each ship's department. Recommended to all marine libraries and seamen.

A FIRST BOOK OF THE BALCOMBE FAMILY. Compiled by Frank W. Balcomb. 1942. 92 pp., octavo, cloth. Peabody, Massachusetts: The Fraedy Press.

This genealogy contains the five generations of Balcombes descended from Henry Balcombe and Alexander Balcom, and four generations from John Balcombe. It is the result of fifteen years of research. The purpose of this book, as the compiler states, has been to bring together in one place all the known records concerning the family. Three indices are included.

BENJAMIN TALLMAGE. REVOLUTIONARY SOLDIER AND AMERICAN BUSINESSMAN. By Charles Swain Hall. 1943. 375 pp., octavo, cloth, illus. New York: Columbia University Press. Price, \$3.50

This informative biography deals with the activities of Colonel Benjamin Tallmadge of Connecticut, during the beginning and formative years of the United States. He joined the American army in 1776 and became a colonel in the cavalry. He also had complete charge of the American Secret Service. There is new information concerning this branch of the service. During the war, he was also interested in privateering with some success. After the war he lived in Litchfield, Conn. where he owned a general store of which his brother was a partner. He also dealt in the breeding of horses, buying and selling of real estate and banking. He was treasurer of the Ohio Company of Associates and served in Congress as a representative from Connecticut. He led

a busy life for a man of his times. Mr. Hall's statements are well documented. This book gives a clear and accurate picture of the history and conditions of the time.

THE NEGRO IN COLONIAL NEW ENGLAND, 1620-1776. By Lorenzo Johnston Greene. 1942. 404 pp., octavo, cloth. New York: Columbia University Press. Price, \$4.50.

This book is the first general comprehensive work on the place of the negro in colonial New England. "It covers approximately one hundred and fifty years and embraces all of the New England colonies. A survey of New England's slave trade and the sale of Negroes in its slave markets is followed by discussion of the social, political and economic repercussions of the buying and selling of slaves upon Puritan institutions." As summed up by the author, "The condition of the Negro, then, in colonial New England was primarily that of a chattel. But slavery was so conditioned and modified by the social and religious philosophy of the Puritans, that, in reality, it was an admixture of bondage and indentured service." Mr. Greene has brought together and summarized in a well-written book scattered material which hitherto has been neglected. There are appendices of statistics and a full index.

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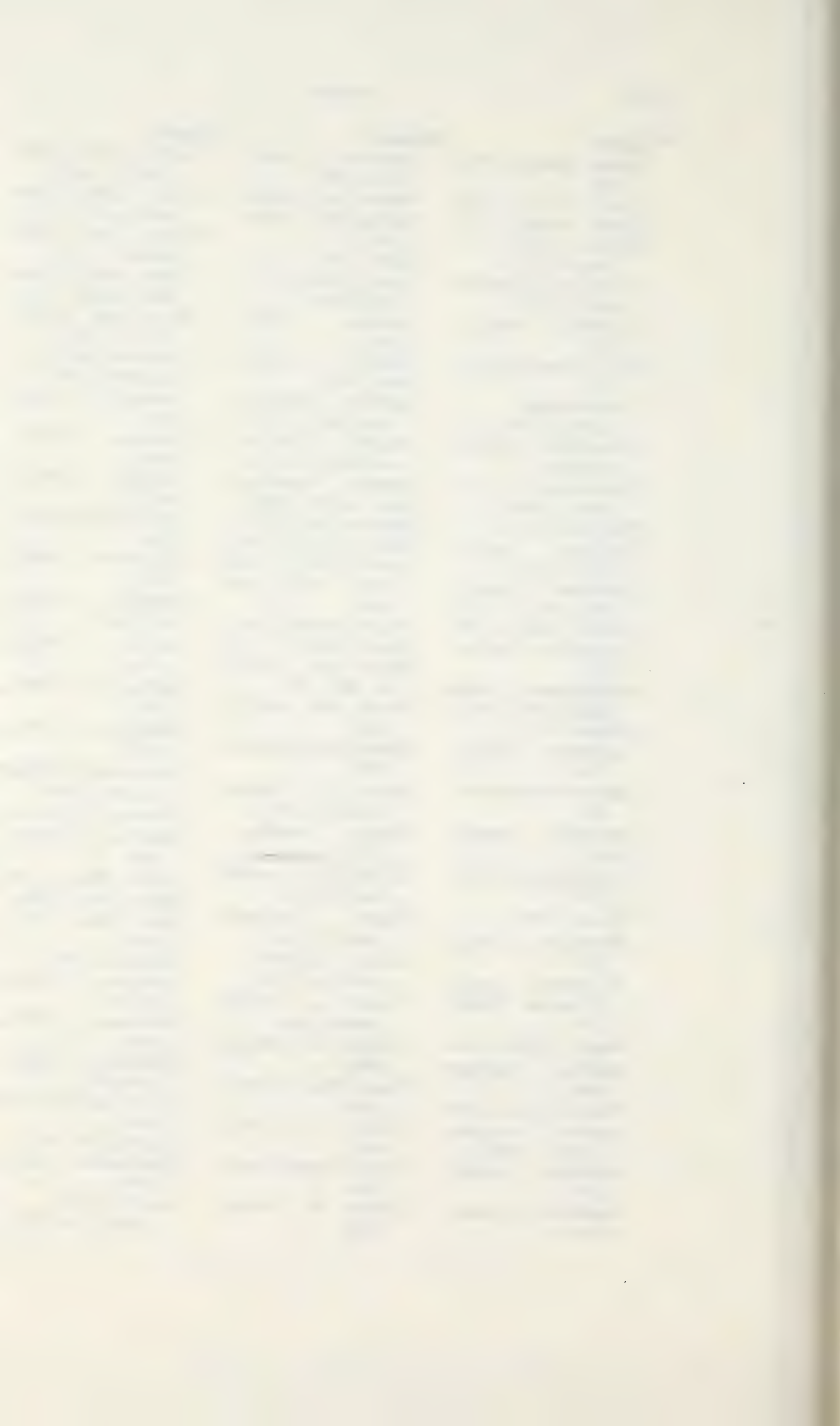
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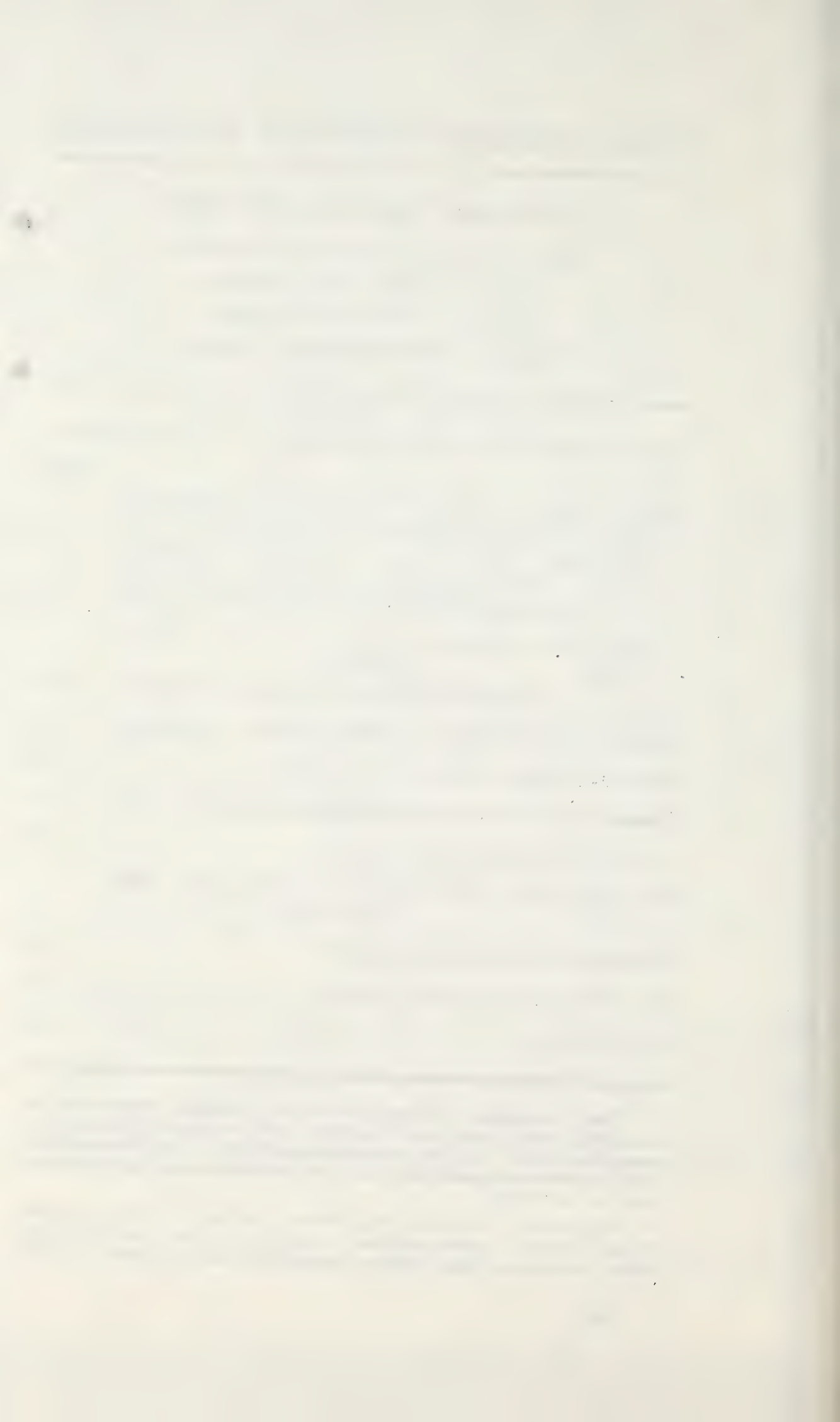
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